CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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SUBJ: **AIRWORTHINESS INSPECTOR'S HANDBOOK**

1. PURPOSE. **This change transmits revised and new portions to this handbook.**

2. EXPLANATION OF CHANGES. **This change provides guidance for the preparation, processing, generation, and issuance of automated FAR Parts 121/135 operations specifications. It transforms for the certificate holder the general terms of applicable regulations into a comprehensive document.**

3. DISPOSITION OF TRANSMITTAL. **This transmittal is to be RETAINED AND FILED IN THE BACK OF THIS HANDBOOK until superseded by a new basic order.**

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
General Table of Contents, v and vi	12/14/90	General Table of Contents, v	6/24/92
Vol. 2, Table of Contents, i thru xliii	12/14/90	General Table of Contents, vi	12/14/90
		Vol. 2, Table of Contents, i thru xxxiii	6/24/92
		Vol. 2, 84-1 thru 84-104	6/24/92
Appendix 1, Index-1 thru Index-37 (includes Inspector Feedback sheet on back of Index-37)	12/14/90	Appendix 1, Index-1 thru Index-40	6/24/92
Appendix 2, Inspector Feedback Sheet (behind Inspector Feedback-1 (and -2))		Appendix 2, Inspector Feedback Sheet (behind Inspector Feedback-1 (and -2))	

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CHAPTER 84 FAR PART 121/135 OPERATIONS SPECIFICATIONS

Section 1 Background

1. PTRS ACTIVITY CODES

A. *Maintenance:* 3315/3316

B. *Avionics:* 5315/5316

3. OBJECTIVE. This chapter provides guidance for the preparation, processing, generation, and issuance of automated FAR Part 121/135 operations specifications.

5. GENERAL

A. Operations specifications transform the general terms of applicable regulations into an understandable document tailored to the specific needs of an individual certificate holder. When approved, the provisions of operations specifications are as legally binding as the regulations themselves (reference FAR §§ 121.3 and 135.5).

B. *History*

(1) Until 1953, operations specifications were not a working part of the federal system for authorizing air commerce operations. The early requirements for air commerce included the use of operating certificates/ temporary permits accompanied by valid competency letters issued by the Secretary of Commerce. The competency letters contained the information that related to the certificate holder's services, routes, aircraft, maintenance, airmen, and weather procedures. These letters were considered part of the operating certificate and could be amended and as the circumstances dictated.

(2) In 1953 the Civil Aviation Board (CAB) revised the Civil Air Regulations to require the issuance of operations specifications to replace and standardize the competency letters then being used. These revised regulations stated that operations specifications were not to be considered a part of an air carrier certificate.

(3) The FAA developed automated operation specifications to be able to keep abreast of rapidly advancing technology and the resulting variables. Automated operations specifications provide computerized access to a standardized format that includes only those authorizations, limitations, standards, and procedures that are applicable to the individual certificate holder.

7. AVIATION SAFETY INSPECTOR (ASI) RESPONSIBILITIES

A. When working with a certificate holder in developing operations specifications, coordination among all of the involved principal inspectors is crucial. Coordination ensures the following:

(1) That all ASIs are aware of pending changes to an existing certificate holder's operation

(2) That the certificate holder/applicant is not needlessly bothered by repetitious questions

B. Operations specifications are divided into six parts, each of which has an assigned letter designator and contains standard paragraphs. These paragraphs are numbered consecutively from 1 to 120. Principal inspectors, depending upon their specialty, are responsible for the following paragraphs:

(1) *Part A - General (paragraphs A1 through A30).* Paragraphs A1 through A8, A16, A28, and A29 are considered to be both airworthiness and operations paragraphs. Contents of these paragraphs must be carefully coordinated between Operations and Airworthiness ASIs prior to approval.

(a) Approval of these paragraphs may be indicated by the signature of any one of the three assigned principal inspectors.

(b) Operations ASIs are primarily responsible for preparing and issuing the remaining paragraphs in Part A.

(2) *Part B - En Route Authorizations, Limitations, and Procedures (paragraphs B31 through B50).* Operations ASIs are primarily responsible for preparing and approving Part B, with coordination with the Avionics ASI for part B34 IFR class I navigation using area or long range navigation systems in the US positive control area (PCA). The Operations ASI has sole signature responsibility for Part B.

(3) *Part C - Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations (paragraphs C51 through C70).* Part C pertains to airplanes only. Operations ASIs are primarily responsible for preparing and approving the paragraphs in Part C.

(4) *Part D - Aircraft Maintenance (paragraphs D71 through D95).* Airworthiness ASIs are primarily responsible for preparing and approving the paragraphs in Part D. Paragraphs D91 through D93 are reserved for future develpment by Washington headquarters.

(a) Paragraph D94 is reserved for the development of nonstandard paragraphs (see paragraph 13 of this section).

(b) Required paragraphs D71, D72, D73, and D85 contain maintenance and inspection program requirements and must be issued to each certificate holder, as required.

(c) Special authorizations and limitations paragraphs D74 through D84, D86, D87, D88, D89, D90, and D95 provide special authorizations and limitations which may be approved for a particular certificate holder.

(5) *Part E - Weight and Balance (Paragraphs E96 through E100).* Airworthiness ASIs are primarily responsible for preparing and approving Part E. Part E must be carefully coordinated with Operations ASIs.

(a) Paragraphs E97 through E100 are reserved for future development by Washington headquarters, as needed.

(b) Paragraph E96 shall be issued to certificate holders using approved weight and balance control procedures. Vol. 2, Ch. 74, Evaluate FAR Parts 121 and 135 (10 or More) and Turbine Powered Aircraft Operator's Weight and Balance Control Program, contains further information on approving weight and balance programs.

(6) *Part H - Helicopter Terminal Instrument Procedures and Airport Authorizations and Limitations (paragraphs H101 through H120).* Part H pertains to rotorcraft only. Operations ASIs are primarily responsible for preparing and approving the paragraphs in Part H.

9. USING AUTOMATED OPERATIONS SPECIFICATIONS

A. *Operations Specifications Generation.* The system for generating automated operations specifications is designed to allow ASIs to collect and record the required information on checklists and/or worksheets. The checklist and worksheets are designed to look similar to the computer screens, to aid personnel when entering information into the computer.

(1) To generate the automated operations specifications for a particular certificate holder/applicant, the following occurs:

(a) The ASI collects the certificate holder/applicant information on data forms and enters it into the computer

(b) The computer extracts those standard paragraphs appropriate to the particular certificate holder/applicant using a series of inclusion/exclusion rules

(c) The computer produces worksheets for those paragraphs needing additional information

(2) Upon completion of the worksheet and data entry into the computer, a complete set of operations specifications can be printed for a particular certificate holder/applicant and their specific type of operation.

B. *Operations Specifications Control.* Automated operations specifications paragraphs are accounted for and controlled by the table of contents and the signature blocks at the end of each part.

(1) *Table of contents.* The automated operations specifications table of contents is an integral section of a certificate holder's operations specifications. It is used as a control to account for the particular paragraphs issued to a specific certificate holder.

(a) The computer will automatically print a table of contents each time it generates a complete set of operations specifications. See Figure 84-1, Table of Contents.

(b) If a revision to the operations specifications causes a revision to the table of contents, the computer will automatically print out a revised table of contents showing the latest effective date for the paragraph.

(c) Paragraphs at the end of each part are reserved for future development of standard paragraphs by Washington Headquarters, as needed.

(d) The date under the column titled, "CONTROL DATE", is the date that operations specifications paragraph was finalized or revised by headquarters and incorporated into the computer software.

(e) If the paragraph is not applicable to the certificate holder, the date will not be entered and the title will not appear. Instead the word "RESERVED" will appear.

(f) The asterisks (*) to the left of the paragraph number indicate that the paragraph is a special authorization and is also automatically listed in paragraph A4a, Summary of Special Authorizations and Limitations. See Figure 84-1, Table of Contents.

(g) Limited paragraphs identified by a pound sign (#) will be listed in the table of contents by number and title only. This symbol identifies those paragraphs the certificate holder is not authorized to use to conduct operations. This paragraph will also be automatically listed in paragraph A4b, indicating the certificate holder/applicant is not authorized to use or conduct operations under that paragraph. See Figure 84-1, Table of Contents.

(2) *Reserved Paragraphs.* There are two types of reserved paragraphs:

- Those reserved for future use by Washington headquarters
- Those that have not been issued to a certificate holder/applicant because they are not applicable or the activity has not been authorized for that certificate holder

11. AUTOMATED FEATURES AND SYMBOLOGY OF AUTOMATED OPERATIONS SPECIFICATIONS PARAGRAPHS

A. The computer is programmed to automatically change the text of certain paragraphs and subparagraphs to make them applicable to the specific requirements of a particular certificate holder.

(1) For example, if other business names (DBAs) are authorized, the text of subparagraph A1c of the operations specifications permits their use. However, if other DBAs are not authorized, the computer automatically prints text prohibiting their use.

(2) In some paragraphs, certain subparagraphs may not be applicable to a particular certificate holder. In these situations, the computer will delete the inapplicable subparagraph and consecutively reletter the applicable subparagraphs.

B. The computer automatically prints the words "Amendment No." and the effective date when the completed paragraph is generated and printed.

C. The computer prints the certificate holder's certificate number on the lower right corner of the operations specifications form. The certificate number must be correct and appropriate to the certificate holder. The computer retrieves the certificate holder's name from the Air Operator Vital Information Subsystem (Air Oper VIS) and prints it on the bottom line of the operations specifications form.

D. Although the computer prints page numbers on the operations specifications, the operations specifications are controlled by the table of contents and the signature blocks at the end of each part.

(1) All paragraphs will be identified and consecutively numbered in the Table of Contents. Paragraphs not applicable to the certificate holder/applicant will be identified in the Table of Contents as "RESERVED". Therefore, the paragraphs that are actually issued to the certificate holder/applicant will not necessarily be consecutively numbered. Reference Figure 84-1, Table of Contents.

(2) Each paragraph begins at the top of an operations specifications form. Each paragraph is separate and can be added or deleted without affecting other paragraphs.

(3) When a paragraph requires more than one page, the pages will be sequentially numbered following the paragraph number, i.e. D71-2.

13. NONSTANDARD PARAGRAPHS

A. Reserved paragraph D94, although listed as reserved for Washington headquarters, is designated for district office use

in developing nonstandard paragraphs. Nonstandard paragraphs are outside the automated operations specifications program and must only be used in situations unique to a specific certificate holder.

(1) A copy of each proposed nonstandard paragraph shall be forwarded to AFS-300 under a letter of transmittal through the appropriate regional airworthiness branch for evaluation prior to approval. The letter must describe the circumstances and justification for issuance of the nonstandard paragraph.

(2) AFS-300 will evaluate each proposed nonstandard paragraph to determine the following:

(a) Alignment with current national policy

(b) Necessity of the proposed paragraph

(c) Whether other certificate holders may be similarly affected, necessitating incorporation of the nonstandard paragraph into the automated program

(3) AFS-300 will respond to the regional airworthiness branch with a written reply indicating approval or disapproval within ten working days.

(4) If additional nonstandard paragraphs are needed for the same certificate holder, paragraph numbering shall be D94-1, D94-2, etc.

B. Since the computer is not programmed to process, store, or print nonstandard, nonapplicable reserved paragraphs, each nonstandard paragraph must be entered manually into the table of contents after a disc file is formatted.

(1) A nonstandard paragraph should be considered for use only when the subject matter does not relate to any standard paragraph and it would be inappropriate to add the information as an extra subparagraph.

(2) When issuing a nonstandard, reserved paragraph, the same considerations associated with issuing an extra subparagraph must apply.

15. ADDITIONAL TEXT (SUBPARAGRAPHS)

A. The automated operations specifications program will allow additional text to be added to each standard paragraph in Parts D and E. Since the computer will not automatically format or appropriately assign a subparagraph letter or number, the ASI must instruct the computer operator (if available) on how this is to be done.

(1) Additional text should relate to the subject matter of the main paragraph. ASIs may need to add a subparagraph to address certificate holder/applicant situations that are unique or to satisfy a certificate holder/applicant's request to have a situation addressed in the operations specifications.

(2) The provisions within the additional text must not be less restrictive than or contrary to the provisions in standard paragraphs developed by Washington headquarters.

(a) If an added subparagraph is more restrictive than the standard, the ASI must have a justifiable reason since a more restrictive provision results in unique treatment and could adversely affect a certificate holder's competitive position.

(b) Examples of situations which may justify adding additional text to a standard paragraph include the following:

- A series of accident, incident, or enforcement actions
- Certificate holder initiated inspection time interval increases without justification
- Restrictions or procedures requested by the certificate holder/applicant to be specified in operations specifications

B. Because the addition of extra subparagraphs makes the entire paragraph nonstandard, extra subparagraphs must not be added without prior approval from AFS-300, through the appropriate regional airworthiness branch.

C. A copy of each automated operations specifications paragraph incorporating an extra subparagraph shall be forwarded to AFS-300 by the appropriate regional airworthiness branch, under a letter of transmittal, for approval or disapproval.

(1) AFS-300 will evaluate each extra subparagraph to determine the following:

(a) Alignment with current national policy

(b) Necessity of the extra subparagraph

(c) Whether other certificate holders may be similarly affected, necessitating incorporation of the extra subparagraph into the automated program

(2) AFS-300 will respond to the regional airworthiness branch with a written reply, indicating approval or disapproval, within ten working days.

17. AIR OPERATOR VITAL INFORMATION SUBSYSTEM. The automated operations specifications program depends partly upon the Air Oper VIS. Certain fields of information must exist in the Air Oper VIS before the operations specifications can be generated. These critical fields of information must be current and accurate and are identified by asterisks on both the computer screens and operations specifications worksheets.

NOTE: To ensure the currency and accuracy of the information in the Air Oper VIS, principal inspectors must update the CHDO's Air Oper VIS file as changes occur with the certificate holder, and should *review* the information from the National Vital Information Subsystem in Oklahoma City, at least twice a year.

A. The Air Oper VIS Subsystem consists of two files of information with the following information:

(1) *Air Operator File.* This file contains the following:

(a) General information about the air operator. Examples of the information in this file include the certificate holder's name, designator, certificate number, location and mailing address, names and titles of management personnel, kinds of authorized operations, and other information.

(b) A list of the make, model, and series of aircraft that the certificate holder/applicant is authorized to use. It contains information such as seating capacity and required number of flight attendants for FAR Part 121 operations and the class of operation and en route authorizations for FAR Part 135 operations.

(c) General information such as the names of principal inspectors, the number of personnel employed by the certificate holder, where those personnel are domiciled, and the FAA regions in which the certificate holder/applicant will conduct operations.

(2) *Environmental File.* This file contains information concerning the certificate holder's facilities, employees, and activities in various geographic areas. It is used by district offices which have a surveillance work program for the certificate holders in their geographic area of responsibility. Information in this geographic file must be updated as changes occur. For further information on geographic responsibilities see FAA Order 8000.49, Flight Standards Geographic Program, as amended.

B. ASIs must obtain and complete/review for accuracy the Air Oper VIS Subsystem data entry forms before beginning to prepare operations specifications. The information from these completed data entry forms must then be entered into the computer. The Air Oper VIS data entry forms are available from the following sources:

(1) The district office's Job Aid Disc (JAD). The JAD has ASI data entry forms for both of the Air Oper VIS files. These data entry forms are self-explanatory and can be completed without additional instructions.

NOTE: For convenience, tables of coded information are located on the JAD data entry form below each applicable information field.

(2) Printouts of the actual computer screens for each of the Air Oper VIS files

NOTE: If ASIs use computer screen printouts, they can refer to the tables in the Air Oper VIS Subsystem User Manual for the correct information field codes.

(3) Use of the computer screen via direct input

NOTE: If ASIs use direct computer input, they can call up the current information field codes on the screen.

19. OPERATIONS SPECIFICATIONS CHECKLIST

A. The operations specifications checklist is a series of statements, based on information from the Air Oper VIS and selections made by the ASI, that accurately describe the particular certificate holder/applicant for which operations specifications are being prepared. These statements include the following:

- Statements that describe general information about the certificate holder/applicant, such as the appropriate operating regulations and the type of operation
- Statements that describe the capability of the certificate holder/applicant's aircraft
- Statements that identify specific authorizations and/or limitations that apply or will apply to the certificate holder/applicant

B. The operations specifications checklist includes both operations and maintenance items.

(1) Airworthiness ASIs are responsible for completing items 14 through 21 of the checklist. However, all items on the checklist must be thoroughly coordinated between the Operations and Airworthiness ASIs, as some items not in 14 through 21 are used to auto-load paragraphs in Part D.

(2) Principal inspectors should review the operations specifications checklist with the certificate holder/applicant and agree that the selected statements accurately describe the operation.

NOTE: ASI coordination is absolutely essential. The Principal Operations Inspector, Principal Maintenance Inspector, and Principal Avionics Inspector must all agree that the selections made on the operations specifications checklist are accurate.

C. The completed operations specifications checklist should be entered into the computer. After the selections are entered, the computer extracts the appropriate standard paragraphs and displays the operations specifications Summary Listing.

(1) The operations specifications' Summary Listing identifies the following:

- All standard paragraphs applicable to the certificate holder/applicant
- Paragraphs that are incomplete and require additional information
- Paragraphs that provide special authorizations or prohibitions

(2) Principal inspectors should check the incomplete paragraphs and print or request that the operations specifications worksheets be printed for these paragraphs. The worksheets must then be completed and the data entered into the computer.

21. OPERATIONS SPECIFICATIONS WORKSHEETS

A. Operations specifications worksheets are obtainable from two sources:

(1) The automated operations specifications program that allows the computer to print worksheets for paragraphs that are incomplete

(2) The district office JAD from which a complete set of operations specifications worksheets can be printed

B. The worksheet contains blank tables or spaces for entering additional information specific to the certificate holder, such as aircraft make, model, and series and maintenance authorizations.

(1) It is highly desirable that the assigned principal inspectors work closely with the certificate holder in preparing the worksheet.

(2) Principal inspectors shall review the worksheet and ensure the information is correct and that appropriate documents are referenced.

NOTE: Coordination is essential between the Principal Operations and Airworthiness Inspectors regarding the information to be added to these paragraphs.

C. When amending an operations specifications paragraph, only those applicable pages of the worksheet need be completed.

D. ASIs can conserve time and effort when filling out the worksheets by working with the certificate holder/applicant to verify the accuracy of the information. This cooperation enhances mutual understanding concerning added information that will be in the standard operations specifications paragraphs. After the operations specifications worksheets are completed, the data must then be entered into the computer.

23. DRAFTS OF OPERATIONS SPECIFICATIONS

A. After the information from the Air Oper VIS data entry forms, operations specifications checklist, and the operations specifications worksheets has been entered into the computer, ASIs should print a draft of the operations specifications paragraphs. This draft should be reviewed to verify that appropriate paragraphs for the particular certificate holder/applicant have been selected.

(1) If a necessary operations specifications paragraph was not printed or if an inappropriate paragraph was printed, it will be necessary to update (correct) either the Air Oper VIS data entry form or the operations specifications checklist.

(2) The operations specifications worksheets available from the JAD have references to specific operations specifications checklist items from which it can be determined whether the correct box was checked on the operations specifications checklist.

(3) After verifying that the appropriate paragraphs have been selected and printed, ASIs must proof-read the added information for accuracy. This added information will appear in upper case letters for ease of review. Any corrections must be annotated and re-entered into the computer.

B. ASIs should coordinate the draft operations specifications with the certificate holder/applicant. This coordination keeps the certificate holder/applicant involved throughout the preparation of the operations specifications. It provides an opportunity to develop a common understanding between the certificate holder/applicant and the FAA about the authorizations, limitations, and provisions in the operations specifications. The certificate holder/applicant also has the opportunity to verify that the updated information is correct.

25. PRINTING AUTOMATED OPERATIONS SPECIFICATIONS

A. After the draft operations specifications have been reviewed, verified for accuracy, and coordinated with the certificate holder/applicant, they are printed on blank bond paper which then becomes FAA Form 8400.8, Operations Specifications, as amended.

B. The computer is programmed to begin each paragraph on a new page, although a single paragraph may take several pages. If a paragraph ends in the middle of a page, the computer will not begin to print another paragraph until a new page is fed into the printer.

27. GENERAL OPERATIONS SPECIFICATIONS - PART A.

A. *General.* Specific paragraphs within this part are the joint responsibility of the Principal Operations and Airworthiness Inspectors. Approval of these paragraphs may be indicated by the signature of any one of the three assigned principal inspectors.

(1) In order to maintain standardization in Part A, these particular paragraphs do not require entries to be made by the certificate holder/applicant.

(a) Although the certificate holder/applicant is not required to sign for the certification statement, the certificate holder/applicant must sign for receipt of the paragraph.

(b) Careful coordination among ASI specialties is essential when dealing with these paragraphs.

(2) The following is a list of the paragraphs:

- A1. Issuance and Applicability
- A2. Definitions and Abbreviations
- A3. Aircraft Authorization

- A4. Summary of Special Authorizations and Limitations
- A5. Exemptions and Deviations
- A6. Authorized Management Personnel
- A7. Other Designated Persons
- A8. Operational Control
- A16. Single Pilot, Single Pilot-In-Command, or Basic Part 135 Operators
- A28. Aircraft Leasing Arrangements
- A29. Aircraft Interchange Arrangements

B. *Paragraph A1 - ISSUANCE AND APPLICABILITY*

(1) Paragraph A1 identifies the operations specifications holder. The name of the certificate holder/applicant is automatically printed as it appears in the Air Oper VIS. Therefore, the name in the Air Oper VIS must be the legal name of the certificate holder. If the legal name is too long to be completely entered into the Air Oper VIS, then the full legal name must be typed in the first sentence of paragraph A1a.

(a) A1a specifies the kinds of operations authorized and the applicable regulatory sections under which the operations are to be conducted.

(b) Variable wording is determined from the information entered into the computer from the Air Oper VIS and the operations specifications checklist.

(2) *FAR Part 121.* Four kinds of FAR Part 121 operations can be authorized by paragraph A1a. A certificate holder/applicant can be authorized for only one of the four. The four kinds of operations are as follows:

(a) *Domestic Operations.* Domestic operations are conducted pursuant to SFAR 38-2 paragraph 4(a)(1). This kind of operation authorizes, under FAR Part 121, carriage of passengers and cargo in scheduled operations within the contiguous United States. A certificate holder authorized for domestic operations is automatically authorized to conduct supplemental (nonscheduled) operations in accordance with paragraph A30 of the operations specifications.

(b) *Domestic and Flag Operations.* Domestic and flag operations are conducted pursuant to SFAR 38-2 paragraph 4(a)(1) and (2). A certificate holder authorized to conduct flag operations is also authorized to conduct domestic operations. This kind of operation authorizes, under FAR Part 121, carriage of passengers and cargo in domestic and international scheduled operations. A certificate holder authorized for domestic and flag operations is automatically authorized to conduct supplemental (nonscheduled) operations in accordance with paragraph A30 of the operations specifications.

(c) *Supplemental Operations.* Supplemental operations are conducted pursuant to SFAR 38-2 paragraph 4(a)(3). This kind of operation authorizes, under FAR Part 121, carriage of passengers and cargo in nonscheduled operations. A certificate holder authorized for only supplemental operations is not authorized to conduct domestic or flag operations.

(d) *Supplemental, Cargo Only Operations.* Supplemental, cargo only operations are conducted pursuant to SFAR 38-2 paragraph 4(a)(3). This kind of operation authorizes, under FAR Part 121, only the carriage of cargo.

(3) *FAR Part 135 (Fixed Wing).* Three kinds of FAR Part 135 fixed wing airplane operations can be authorized by paragraph A1a. A certificate holder can be authorized only one of the three kinds. The three kinds of operations are as follows:

(a) *Commuter Airplane.* Commuter airplane operations are conducted pursuant to SFAR 38-2 paragraph 4(b). This kind of operation authorizes, under FAR Part 135, carriage of passengers and cargo in scheduled operations. A certificate holder authorized for commuter airplane operations is automatically authorized to conduct on demand (nonscheduled) operations.

(b) *On Demand Airplane.* On demand airplane operations are conducted pursuant to SFAR 38-2 paragraph 4(b). This kind of operation authorizes, under FAR Part 135,

carriage of passengers and cargo in nonscheduled operations. Any certificate holder authorized for only on demand airplane operations is not authorized to conduct commuter airplane operations.

(c) *On Demand Cargo Only Airplane.* On demand cargo only airplane operations are conducted pursuant to SFAR 38-2 paragraph 4(b). This kind of operation only authorizes, under FAR Part 135, the carriage of cargo.

(4) *FAR Part 135 (Rotorcraft).* Three kinds of FAR Part 135 rotorcraft operations can be authorized by paragraph A1a. A certificate holder can be authorized for only one of the three kinds. The three kinds of operations are as follows:

(a) *Commuter Rotorcraft.* Commuter rotorcraft operations are conducted pursuant to SFAR 38-2 paragraph 4(c). This kind of operation authorizes, under FAR Part 135, carriage of passengers and cargo in scheduled rotorcraft operations. A certificate holder authorized for commuter rotorcraft operations is automatically authorized to conduct on demand operations.

(b) *On Demand Rotorcraft.* On Demand rotorcraft operations are conducted pursuant to SFAR 38-2 paragraph 4(c). This kind of operation authorizes, under FAR Part 135, carriage of passengers and cargo in nonscheduled operations. A certificate holder authorized for only on demand rotorcraft operations is not authorized to conduct commuter rotorcraft operations.

(c) *On Demand Cargo Only Rotorcraft.* On demand cargo only rotorcraft operations are conducted pursuant to SFAR 38-2 paragraph 4(c). This kind of operation only authorizes, under FAR Part 135, the carriage of cargo.

(5) A certificate holder can be authorized to conduct one kind of operation under FAR Part 121 and other kinds of operations under FAR Part 135. For example, paragraph A1a could authorize a certificate holder to conduct domestic and flag, commuter airplane, and on demand rotorcraft operations. The appropriate SFAR regulatory section for each kind of operation will be automatically specified in paragraph A1a.

(6) "Other Business Names (DBAs)" authorized under 14 CFR Part 215 or Part 298 must be listed in operations specifications. Before listing a DBA in a certificate holder's operations specifications or entering a DBA in an Air Oper VIS file, ASIs must verify that the DBA is authorized by DOT or an appropriate state agency. This verification can be accomplished by one of the following means:

(a) The certificate holder shows that the DBA is listed on a DOT registration (proof of insurance)

(b) The certificate holder shows that the DBA is listed on a DOT certificate of public convenience and necessity

(c) The certificate holder shows that the DBA is authorized by a DOT order

(d) The certificate holder claims the authorization was made by an "oral grant." In such a case, verification must be made by contacting DOT's Office of Aviation Analysis, Special Authorities Division.

(e) When an "operating certificate" is involved, the certificate holder must show that the DBA is authorized and registered by an appropriate state authority.

C. *Paragraph A2 - DEFINITIONS AND ABBREVIATIONS.* Paragraph A2 includes the definitions of words or phrases used in other operations specifications paragraphs as developed by Washington Headquarters. The intent of these definitions is to enhance the understanding between FAA and the aviation industry.

(1) Washington headquarters-developed definitions shall not be changed by regional or district offices. Definitions will be added by Washington headquarters when it becomes apparent that the definition is needed.

(2) The proposed addition of a definition by a Certificate Holding District Office makes the entire paragraph nonstandard. In this case, the operations specifications paragraph must be processed as described in Section 1, Paragraph 13.

D. *Paragraph A3 - AIRLINE/AIRCRAFT AUTHORIZATION.* A3 authorizes a certificate holder to use a specific make/model/series of airplanes or aircraft in FAR Part 121 or 135 operations. The computer obtains this information from

the VIS Air Operator file. Directions for information which must be added to this paragraph, are provided by the VIS Air Operator data entry form. The following provides additional direction for the information fields that must be added to this paragraph through the VIS.

(1) *Make/Model/Series, FAR Parts 121 and 135.* When entering an authorized make/model/series into either the VIS Air Operator file or data entry form, it should be precisely copied (including any abbreviation) from the field office ASAS Aircraft Identification Table (TC Listing).

(a) The computer edits the make/model/series being entered. If it is not precisely the same as found in the field office ASAS Aircraft Identification Table (TC Listing), verification by the computer operator is required before the computer will accept a nonstandard make/model/series.

(b) If the appropriate make/model/series cannot be found in the field office ASAS Aircraft Identification Table (TC Listing), ASIs should immediately notify AVN-120 by phone, so that the table can be updated.

(2) *FAR Part 121.* The following choices must be made in order to determine the correct FAR Part 121 airline/aircraft authorization:

(a) *Passenger Seating Capacity or Cargo Only.* The passenger seating capacity used by the certificate holder during the emergency evacuation demonstration required by FAR § 121.291(a) or (b) for each make/model/series listed must be entered in the column labeled "DEMONSTRATED". If the demonstrated passenger seating capacity applies to more than one series of a particular make and model, the seating capacity must be listed for each series to which it applies.

(b) It is unnecessary to list seating configurations used by the certificate holder that are less than the demonstrated seating capacity. The demonstrated seating capacity shall ALSO be listed in the column labeled "APPROVED". However, if the certificate holder requests a higher seating capacity than that demonstrated by the certificate holder, the Principal Operations Inspector may approve the higher capacity under the following conditions:

- The higher seating capacity does not require another emergency evacuation demonstration to be conducted in accordance with FAR § 121.291(a) or (b)
- The higher seating capacity does not exceed the maximum approved passenger seating capacities
- The Principal Operations Inspector lists the higher seating capacity in the column labeled "APPROVED"

(c) If the airplane is configured for cargo only, the phrase "Cargo Only" shall be entered in the column labeled "APPROVED". In some situations, such as combination passenger/cargo configurations, the approved seating capacity and the required number of flight attendants may need elaboration. This elaboration should be accomplished by adding an extra nonstandard paragraph.

(d) The number of flight attendants used during the emergency evacuation demonstration must be entered for each make/model/series listed, unless the aircraft is configured for cargo only.

(e) The total number of aircraft, per make/model/series, to be operated by the operator

(3) *FAR Part 135.* The following choices or data must be entered to determine the correct FAR Part 135 airline/aircraft authorization:

(a) Enter the appropriate class of operation for each make/model/series listed. Only one of the five classes of operation shall be entered for each make/model/series. The five classes of operation for FAR Part 135 operations are:

- Single Engine Land (SEL)
- Single Engine Sea (SES)
- Multi-engine Land (MEL)
- Multi-engine Sea (MES)
- Helicopter (HEL)

(b) Determine if the make/model/series are Turbine powered

(c) Determine if the make/model/series are restricted to VFR operations only

(d) Determine if the make/model/series are approved for daylight conditions only

(e) Determine if the make/model/series fly commuter services

(f) Determine if the make/model/series are approved for passenger service (number of seats) or configured for cargo only

(g) Enter the flight attendant requirement for each make/model/series, if required

(h) Enter the total number of aircraft, per make/model/series, to be operated by the operator

E. *Paragraph A4 - SUMMARY OF SPECIAL AUTHORIZATIONS AND LIMITATIONS.* This paragraph summarizes special authorizations and/or limitations applicable to a particular certificate holder. The computer extracts the special paragraphs that authorize a specific activity and prints the titles of the paragraphs or equivalent phrases. See Figure 84-2, A4 Summary of Special Authorizations and Limitations.

(1) When printed in A4a, the title (or equivalent phrase) completes the lead-in phrase authorizing the specific activity and reference number of the paragraph.

(a) When a certificate holder is *capable of conducting* the activity which a special paragraph would permit but the certificate holder is not authorized to conduct that activity, the computer prints the title (or equivalent phrase) of the special paragraph in subparagraph A4b. When printed in A4b, the title or equivalent wording completes the lead-in phrase prohibiting the certificate holder from conducting the activity.

(b) If the certificate holder is not capable of conducting the special activity, or the special activity is not applicable to the certificate holder, the title or equivalent wording is not printed in either subparagraphs A4a or A4b.

(2) Figure 84-3, Listing of Special Authorizations and Limitations, lists the possible phrases which can be extracted and printed to complete the lead-in phrase of either A4a or A4b. If printed in A4a, the associated reference paragraph number will also be printed. The computer makes the appropriate extractions based on the information fields from the operations specifications checklist. If an incorrect or inappropriate extraction is made by the computer, the accuracy of the operations specifications checklist should be verified.

F. *Paragraph A5 - EXEMPTIONS AND DEVIATIONS.* In order for a certificate holder to conduct operations under the provisions of any exemption or deviation, the exemption or deviation must be listed in paragraph A5.

(1) *Exemptions.* The current exemption number and expiration date must be entered in A5a. List the exemption numbers in numerical order. In the space labeled "Remarks and/or References" (adjacent to each exemption) enter a brief description of the exemption or, if appropriate, the exempted regulations.

(a) If certain conditions or limitations related to the exemption are specified in another paragraph of the operations specifications, the reference number of the other paragraph must also be entered in this space.

(b) For example, if a single HF radio is permitted by exemption in certain areas of an en route operation, a reference to paragraph B50 should be made, such as "see paragraph B50". In this example, the appropriate areas of en route operation in paragraph B50 should contain a note authorizing the provisions of that exemption for those areas.

(2) *Deviations.* The applicable FAR sections to which a deviation has been granted must be entered in A5b. List the deviations in numerical order by FAR section. In the space labeled "Remarks and/or References" (adjacent to each

deviation) briefly describe the provisions of the deviation or indicate a reference number for the standard operations specifications paragraph that authorizes the deviation.

(a) For example, if a certificate holder is granted a deviation to permit the same person to serve as director of operations and director of maintenance, the applicable FAR section must be listed in the Applicable FAR Section column. In the "Remarks and/or Reference" space enter "See paragraph A6".

(b) A standard operations specifications paragraph must be referenced and issued when granting deviations to the subject areas in Figure 84-4, Deviation Subject Areas Requiring Operations Specifications Paragraphs.

G. *Paragraph A6 - MANAGEMENT PERSONNEL*

(1) A certificate holder's management personnel may have titles different from titles of management positions used in the Federal Aviation Regulations. The intent of paragraph A6 is to identify clearly the certificate holder's management personnel who are fulfilling Federal Aviation Regulations management positions. A6 is also used to approve deviations from required management positions. Direction and guidance for approving deviations from management requirements is in Order 8300.10, Vol. 2, Ch. 62, Evaluate FAR Part 121/135 Management Personnel Qualifications. Approval of these deviations must be indicated in A6 as follows:

(a) For deviations permitting less than the required management positions, leave blank the positions that are not filled. Also leave management positions for Single Pilot Operators and Single Pilot-in-Command Operators blank.

(b) For deviations permitting the same person to fill two or more positions, enter the name and title of that person in the appropriate position.

(c) For deviations permitting a person to hold a management position when that person does not meet the regulatory qualification requirements, enter the name and title of that person in the appropriate position.

(d) In all cases the appropriate regulatory section must be listed in paragraph A5(b) of the operations specifications.

(2) The computer automatically extracts management information for A6 from the VIS Air Operator file. The VIS Air Operator file must be correct in order to reflect the desired information required for operations specifications.

(a) An extra paragraph may be added to A6 without making it nonstandard, provided the extra paragraph is used to identify additional management positions (such as more than one chief pilot) or to specify conditions of a deviation.

(b) If the extra paragraph provides for anything other than identifying additional management personnel or specifying the conditions of a deviation, it must be processed as a nonstandard paragraph.

H. *Paragraph A7 - OTHER DESIGNATED PERSONS*

(1) *Agent For Service.* An agent for service is a person or company designated by the certificate holder upon whom all legal notices, processes and orders, decisions, and requirements of the Department of Transportation, Federal Aviation Administration, and National Transportation Safety Board shall be served.

(a) Once any of these documents has been served upon the certificate holder's agent for service, the certificate holder cannot legally claim nonreceipt of the documents.

(b) Section 1005 of the FA Act of 1958, as amended, requires air carriers to designate an agent for service. The name, title, and address of the agent for service must be obtained from the certificate holder and correctly entered into the VIS Air Operator file.

(2) *Persons Designated to Apply for and Receive Operations Specifications.* Names and titles of persons designated by the certificate holder as authorized to apply for and receive operations specifications must be entered in subparagraph A7b. The operations specifications parts for which the designated person is responsible must also be entered. Principal inspectors may determine that it is appropriate to have signatures of these designated persons recorded in this subparagraph on the original operations specifications.

I. *Paragraph A8 - OPERATIONAL CONTROL*

(1) Each FAR Part 121 and 135 certificate holder must have a system and/or procedures for the operational control of flight movements. The intent of A8 is to promote a mutual understanding between a certificate holder and the FAA concerning the system and/or procedures used by that certificate holder. The three basic systems and/or procedures requirements are:

(a) Dispatch systems that are required for FAR Part 121 Domestic and Flag operations

(b) Flight following systems that are required for FAR Part 121 supplemental operations when the certificate holder does not have an established dispatch system

(c) Flight locating procedures that are used by FAR Part 135 certificate holders

(2) The system and/or procedures used by a certificate holder must be described or referenced in A8. It is preferable to complete A8 with references to a certificate holder's manual or sections of a certificate holder's manual that describe the system and/or procedures used by that certificate holder. It is not necessary to control these references by date.

(a) The references should be changed only when a revision to the certificate holder's manual makes the reference in the operations specifications incorrect. When a certificate holder's manual does not adequately describe the system and/or procedures used, a narrative description combined with references may be necessary.

(b) In many cases (especially with smaller FAR Part 135 certificate holders) it may not be appropriate to use references in this paragraph. In these cases narrative description may be necessary. When a narrative description is used, it should be brief but provide sufficient information so that the FAA and the certificate holder have the same understanding about the system and/or procedures used by the certificate holder.

(3) The description of the systems and/or procedures for controlling flight movement as described in the operator's manual and referenced in the operations specifications or as described in the operations specifications should include the following information, as appropriate:

- Methods and procedures for initiating, diverting, and terminating flights
- Persons or duty positions authorized to exercise, and responsible for exercising, operational control
- Facilities and location of facilities used by the operator in the exercise of operational control
- Communication systems and procedures used by the operator
- Special coordination methods and/or procedures used by the operator to assure the aircraft is airworthy
- Emergency notification procedures

J. *Paragraph A16 - SINGLE PILOT, SINGLE PILOT-IN-COMMAND, OR BASIC FAR PART 135 OPERATORS.* A16 comprises four different paragraphs. Only one of these paragraphs will be extracted by the computer for issuance. The appropriate extraction depends upon selections entered from the operations specifications checklist.

(1) The four types of operations authorized by A16 are:

- Single Pilot Operators
- Single Pilot-in-Command Operators
- Basic FAR Part 135 Operators (On-Demand Operations Only)
- Basic FAR Part 135 Operators (Commuter and On-Demand Operations)

(2) Direction and guidance for certification of these types of operators are in Order 8300.10, Vol. 2, Ch. 68, Evaluate FAR Part 135 (9 or Less) Operator.

(3) Although the operations specifications checklist has only one selection for a Basic FAR Part 135 Operator, the

computer distinguishes whether "commuter" or "on-demand only" operations are authorized by other selections entered from the checklist.

(4) A deviation is required to authorize a Single Pilot-In-Command or a Basic FAR Part 135 Operator. Therefore, the appropriate regulatory sections and paragraph A16 must be listed in A5 of the operations specifications, and the VIS Air Operator file must indicate that a deviation is authorized.

K. *Paragraph A28 - AIRCRAFT WET LEASE ARRANGEMENTS.* Order 8300.10, Vol. 2, Ch. 72, Evaluate Aircraft Lease/Interchange Agreement, provides direction and guidance for processing and authorizing wet lease arrangements. When a wet lease arrangement is authorized, A28 shall be issued only to the certificate holder who has operational control as determined by the FAA.

(1) If the certificate holder maintains operational control in more than one lease agreement, all such agreements must be authorized by A28 and the following information included in the appropriate column:

- The name of the lessor and lessee of each agreement
- The aircraft make/model/series used in each agreement
- The expiration date of each agreement

(2) The kind of operation is automatically specified in A1 of the certificate holder's operations specifications. If it is necessary to specify other conditions or limitations, they should be specified by adding an extra subparagraph to A28.

L. *Paragraph A29 - AIRCRAFT INTERCHANGE ARRANGEMENTS.* Order 8300.10, Vol. 2, Ch. 72, Evaluate Aircraft Lease/Interchange Agreement, provides direction and guidance for processing and authorizing interchange arrangements. When an interchange arrangement is authorized, A29 shall be issued to both parties of the interchange agreement by each responsible Principal Operations Inspector. All interchange arrangements authorized for an operator must be listed in A29.

(1) The name of the operator who would normally operate the aircraft if an interchange agreement were not in effect must be entered in the column labeled "Primary Operator". The name of the other party to the interchange agreement must be listed in the column labeled "Interchange Operator".

(2) The make/model/series of aircraft used and all specified interchange points for each agreement must be listed in the appropriate columns. If it is necessary to specify other conditions or limitations such as expiration dates, they should be specified by adding an extra subparagraph to A29.

29. MAINTENANCE OPERATIONS SPECIFICATIONS - PART D. When adding or deleting any of the following paragraphs, Paragraph A4 will automatically be updated and printed. When "See attached list" is used, the actual list must include identifiers so as to be traceable to the applicable paragraph in the operations specifications. This identification will include the following information, as applicable:

- Certificate Holders Name
- Certificate number
- Applicable paragraph number
- Effective date
- Amendment number

A. *Paragraph D71 - ADDITIONAL MAINTENANCE REQUIREMENTS.* This paragraph applies to all FAR Part 135 certificate holders maintaining aircraft under FAR § 135.411(a)(1), including aircraft subject to an Approved Aircraft Inspection Program (AAIP) under FAR § 135.419. It identifies the manufacturer's maintenance program and/or the approved operator-developed maintenance program. Either program satisfies the requirements of FAR § 135.421. Further guidance and information on this subject is found in Order 8300.10, Vol. 2, Ch. 91, Evaluate FAR § 135.411(a)(1) Inspection and Maintenance Requirements. See Figure 84-5, D71 Additional Maintenance Requirements.

NOTE: Supporting documents, i.e. Service Bulletins, may be listed in Paragraph D71.

NOTE: Use multiple entries in each table.

B. *Paragraph D72 - AIRCRAFT MAINTENANCE - GENERAL REQUIREMENTS (Auto Fill).* This paragraph applies to aircraft subject to a Continuous Airworthiness Maintenance Program. It contains the conditions that must be met for a certificate holder to operate its aircraft under the terms of its operations specifications. The information following the word "Part" is automatically printed in by the computer based on the information that was entered in the VIS Air Operator file, e.g. 121, 135, or 121 and 135. See Figure 84-6, D72 Aircraft Maintenance - General Requirements.

C. *Paragraph D73 - APPROVED AIRCRAFT INSPECTION PROGRAM.* This paragraph identifies aircraft subject to an Approved Aircraft Inspection Program under FAR § 135.419. Each aircraft identified in this paragraph is subject to the requirements of FAR § 135.421 and will automatically be issued paragraph D71. See Figures 84-7, D73 Approved Aircraft Inspection Program and 84-8, D73 Approved Aircraft Inspection Program.

(1) This paragraph may be issued for Turbo-propeller and Turbo-jet aircraft type certificated for 9 passenger seats or less or having an STC or field approved seating configuration of nine seats or less.

(2) Aircraft may be listed in this operations specifications or in a current listing attached to this operations specifications. The aircraft listing shall include at least the information required by the operations specifications. Additional guidance is found in Order 8300.10, Vol. 2, Ch. 83, Evaluate FAR Part 135 (9 or Less) Approved Aircraft Inspection Program.

D. *Paragraph D74 - RELIABILITY PROGRAM AUTHORIZATION: ENTIRE AIRCRAFT.* This paragraph authorizes the use of a maintenance reliability program that contains standards for determining maintenance intervals and processes. This program controls the inspection, check, and overhaul times for the entire aircraft and is the sole control as far as operations specifications are concerned. Each make/model/series of aircraft controlled by reliability and its approved reliability document shall be identified on this operations specifications. The level of detail in specifying the series of aircraft should match the detail of the operator's program. See Figure 84-9, D74 Reliability Program Authorization: Entire Aircraft.

NOTE: The Airworthiness ASIs do not control the time limitations but will control the procedures of the program.

(1) The time limitations for overhaul, inspections, and checks shall be contained in one of the following:

- Certificate holder's manual
- Maintenance specification document
- Any other document approved by the Administrator

(2) These time limitations must not exceed the manufacturer's retirement times, Type Certificate limitations, or Airworthiness Directive limitations.

(3) Guidance for approving a reliability program is found in Order 8300.10, Vol. 2, Ch. 66, Approve Reliability Program.

NOTE: Operators authorized Paragraph D74 must not be issued Paragraphs D88 or D89.

E. *Paragraph D75 - RELIABILITY PROGRAM AUTHORIZATION: AIRFRAME, POWERPLANT, SYSTEMS, OR SELECTED ITEMS (Partial Reliability Program).* This paragraph authorizes the use of a maintenance reliability program containing the standards for determining maintenance intervals and processes. The program controls the inspection, check, and overhaul time for airframe, powerplant, systems, or individually selected items within a system (e.g., hydraulic system, pumps, valves, actuators, etc.) and must be identified on the operations specifications. See Figure 84-10, D75 Reliability Program Authorization: Airframe, Powerplant, Systems, or Selected Items.

(1) Airframe, powerplant, systems, or items controlled by reliability shall be identified in the Maintenance Time Limitations Section by an asterisk or other identifier, and a note.

(2) If preferred, a certificate holder may reference in its Maintenance Time Limitations Section a document approved by the Administrator (Section 1, Paragraph 33). The

referenced document shall contain at least that information required by the Maintenance Time Limitations Section.

(3) Order 8300.10, Vol. 2, Ch. 64, Evaluate Continuous Airworthiness Maintenance Program/Revision, and Ch. 66, Approve Reliability Program, contain further information on this subject.

NOTE: Operators authorized Paragraph D75 will be automatically issued Paragraph D88.

F. *Paragraph D76 - SHORT-TERM ESCALATION AUTHORIZATION.* This paragraph authorizes a certificate holder to use short-term escalation procedures with aircraft, powerplants, systems, or appliances not authorized short-term escalation through a reliability program. Order 8300.10, Vol. 2, Ch. 80, Evaluate Short-Term Escalation Procedures, discusses this subject in greater detail. See Figure 84-11, D76 Short-Term Escalation Authorization.

G. *Paragraph D77 - MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION FOR AN ENTIRE AIRCRAFT.* This paragraph authorizes a certificate holder to use a contractor's approved maintenance program for the maintenance of its entire aircraft, including participation in the contractor's reliability program. Guidance for approving maintenance contractual arrangements is in Order 8300.10, Vol. 2, Ch. 69, Evaluate FAR Part 121/135 Maintenance Contractual Arrangement. See Figure 84-12, D77 Maintenance Contractual Arrangement Authorization: For Entire Aircraft.

H. *Paragraph D78 - MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION FOR SPECIFIC MAINTENANCE.* This paragraph authorizes a certificate holder to arrange with one or more contractors for specific maintenance functions using the contractor's approved maintenance program. Guidance for approving maintenance contractual arrangements is in Order 8300.10, Vol. 2, Ch. 69, Evaluate FAR Part 121/135 Maintenance Contractual Arrangement. See Figure 84-13, D78 Maintenance Contractual Arrangement Authorization for Specific Maintenance.

I. *Paragraph D79 - RELIABILITY PROGRAM CONTRACTUAL ARRANGEMENT AUTHORIZATION.* This paragraph authorizes a certificate holder to participate in another certificate holder's (contractor's) FAA-approved reliability program for its aircraft or engines. The certificate holder's aircraft or engines may be included in the contractor's fleet for the purpose of this program. Guidance for approving a contractual reliability program is in Order 8300.10, Vol. 2, Ch. 67, Approve Contract Reliability Program. See Figure 84-14, D79 Reliability Program Contractual Arrangement Authorization.

NOTE: Operators authorized for Paragraph D79 will be automatically issued Paragraph D88.

J. *Paragraph D80 - LEASED AIRCRAFT MAINTENANCE PROGRAM AUTHORIZATION: U.S.-REGISTERED AIRCRAFT.* This authorization allows a certificate holder (lessee) to use a lessor's approved maintenance program for the leased aircraft. See Figure 84-15, D80 Leased Aircraft Maintenance Program Authorization: U.S-Registered Aircraft.

(1) Paragraph D80 applies only to leases of aircraft that are intended to be returned to the lessor at a time specified in the lease agreement. This arrangement allows the lessor to retain compatibility of the aircraft with other aircraft remaining in its possession.

(2) This paragraph is designed for entries of one or more lessors and aircraft.

(3) Further guidance on approving a leased aircraft maintenance program is in Order 8300.10, Vol. 2, Ch. 73, Evaluate FAR Part 121/135.411(a)(2) Leased Maintenance Program Authorization: U.S. Registered Aircraft.

K. *Paragraph D81 - PARTS POOL AGREEMENT AUTHORIZATION.* Under the provisions of FAR § 121.361(b), this paragraph may be approved for a certificate holder desiring to enter into a parts pooling agreement with foreign air carriers or agencies whose employees do not hold U.S. airman certificates. Information and guidance regarding parts pooling agreements is in Order 8300.10, Vol. 2, Ch. 87, Approve Parts/Parts Pool/Parts Borrowing. See Figure 84-16, D81 Parts Pool Agreement Authorization.

L. *Paragraph D82 - PRORATED TIME AUTHORIZATION.* This paragraph authorizes a certificate holder to use aircraft for which inspection and overhaul times have been established using the proration process. See Figure 84-17, D82 Prorated Time Authorization.

(1) Paragraph D82 is essential for proper time accountability and transfer of the time if the aircraft is sold to another certificate holder.

(2) Chapter 2 of Advisory Circular 121-1, Standard Operations Specifications - Aircraft Maintenance Handbook, as amended, and Order 8300.10, Vol. 2, Ch. 88, Prorated Time Authorizations, have further guidance and information.

M. *Paragraph D83 - PARTS BORROWING AUTHORIZATION (Auto Fill).* This paragraph authorizes a certificate holder conducting operations under FAR Part 121 or FAR § 135.411(a)(2), nominal and reasonable relief from its approved overhaul time limits when borrowing parts from another certificate holder. Further information and guidance on parts borrowing is in Order 8300.10, Vol. 2, Ch. 87, Approve Parts/Parts Pool/Parts Borrowing. See Figure 84-18, D83 Parts Borrowing Authorization.

N. *Paragraph D84 - SPECIAL FLIGHT PERMIT WITH CONTINUOUS AUTHORIZATION TO CONDUCT FERRY FLIGHTS.* This paragraph authorizes a certificate holder, whose aircraft are maintained under a Continuous Airworthiness Maintenance Program, to issue a special flight permit with continuing authorization to conduct ferry flights. This permit can only be issued under the guidelines as set forth in FAR § 21.197(c). Order 8300.10, Vol. 2, Ch. 89, Special Flight Permit with Continuing Authorization to Conduct Ferry Flights, provides further guidance and information. See Figure 84-19, D84 Special Flight Permit With Continuing Authorization to Conduct Ferry Flights.

O. *Paragraph D85 - AIRCRAFT LISTING.* Certificate holders with aircraft under a Continuous Airworthiness Maintenance Program, including domestic, flag, supplemental, commuter, and on-demand operations are required to list all such aircraft. See Figures 84-20, D85 Aircraft Listing and 84-21, D85 Aircraft Listing.

(1) The aircraft may be listed in Paragraph D85 or in a current listing attached to the operations specifications. The aircraft listing shall include at least the following information:

- Type of aircraft by make, model, and series (Douglas DC8-73, Douglas DC10-30, Boeing 737-200, etc.)
- Registration number
- Serial number

(2) Identify any aircraft used under an interchange agreement with an asterisk (*) or other identifier, with a note to reference Paragraph A29.

(3) Identify commuter aircraft with a double asterisk (**) or other identifier and a note identifying aircraft inspected in accordance with FAR § 135.411(a)(2).

(4) The statement "This list supersedes any previous lists", or a similarly worded statement, must be included in the document.

P. *Paragraph D86 - MAINTENANCE PROGRAM AUTHORIZATION FOR TWO-ENGINE AIRPLANES USED IN EXTENDED-RANGE OPERATION.* This paragraph authorizes a certificate holder to use certain approved aircraft for use in extended-range operations. Principal Airworthiness Inspectors must be familiar with paragraph B42 and shall coordinate with Principal Operations Inspectors before approving paragraph D86. Further guidance is found in Order 8300.10, Vol. 2, Ch. 82, Evaluate FAR Part 121 Extended-Range Operations With Two-Engine Aircraft. See Figure 84-22, D86 Maintenance Program Authorization for Two-Engine Airplanes Used in Extended-Range Operation.

Q. *Paragraph D87 - MAINTENANCE PROGRAM AUTHORIZATION FOR LEASED FOREIGN-REGISTERED AIRCRAFT OPERATED BY U.S. AIR CARRIERS.* This paragraph authorizes a certificate holder to maintain leased, foreign-registered aircraft by adopting the foreign air carrier's maintenance program as its own. See Figure 84-23, D87 Maintenance Program Authorization for Leased Foreign-Registered Aircraft Operated By U.S. Air Carriers.

(1) ASIs shall fully evaluate each certificate holder's proposed foreign maintenance program to be used for its leased, foreign-registered aircraft before approving this paragraph. Further guidance is found in Order 8300.10, Vol. 2, Ch. 81, Evaluate Foreign-Registered Aircraft Operated by FAR Part 121/135.411(a)(2) Operators.

(2) Each revision to an adopted foreign air carrier's maintenance program shall be approved on an individual basis by amending paragraph D87 to reflect the new revision number and date.

NOTE: Identification of the maintenance cannot be the manufacturer's program.

R. *Paragraph D88 - MAINTENANCE TIME LIMITATIONS.* This paragraph authorizes a certificate holder requiring a maintenance time limitations section, because of a partial reliability program, to use a separate approved document or approved section in the certificate holder's manual. The manual must contain that same information as required by Section 1, Paragraph 33, of this chapter. This option is provided by paragraph D72(c). See Figures 84-24, D88 Maintenance Time Limitations, and 84-32, Maintenance Time Limitations.

(1) The referenced document or manual chapter must be approved by the Administrator and must have procedures for effecting revisions and revision control acceptable to the Principal Airworthiness Inspector. See Figure 84-25, D88 Maintenance Time Limitations.

(2) Each change to an item not controlled by a reliability program must be FAA-approved.

(3) For a change to the time limitations, the certificate holder must provide the actual data change to be included in either the operations specifications or a referenced list.

(4) The signature block (line 2) provides a limited section where the operator can justify the change to the time limitations. This supporting information reference must tie in all of the data supporting the change to the operations specifications by referencing the FAA-approved document. The supporting information reference allows up to 225 characters to be used in making this reference.

S. *Paragraph D89 - MAINTENANCE TIME LIMITATIONS (Operators without a reliability program).* This paragraph authorizes a certificate holder requiring a maintenance time limitations section to use a separate approved document(s) attached to Paragraph 89. See Figures 84-26, D89 Maintenance Time Limitations, and 84-32, Maintenance Time Limitations.

(1) The referenced document(s) must be approved by the Administrator and must have procedures for affecting revisions and revision control acceptable to the Principal Airworthiness Inspector. See Figure 84-27, D89 Maintenance Time Limitations.

(2) This paragraph is to be issued only if the operator is not authorized any type of a reliability program.

(3) For a change to the time limitations, the certificate holder must provide the actual data change to be included in either the operations specifications or a referenced list.

(4) There is a limited section where the operator can justify the change to the time limitations. This supporting information reference must tie in all of the data supporting the change to the operations specifications by referencing the FAA-approved document. The supporting information reference allows up to 225 characters to be used in making this reference.

T. *Paragraph D90 - COORDINATION AGENCIES FOR SUPPLIERS EVALUATION (C.A.S.E.).* This paragraph authorizes an operator to utilize C.A.S.E. to satisfy the requirements of FAR §§ 121.373 or 135.431, for auditing a vendor for analysis, control, and acceptability.

(1) These audits cover vendors supplying services, parts, used/salvaged equipment, airline/military surplus parts/components, and for suppliers of fuel and fueling services. The certificate holder still maintains the primary responsibility for ensuring the airworthiness of these parts, materials, and services.

(2) Further guidance and information on evaluating and surveilling a C.A.S.E. program are found in Order 8300.10, Vol. 2, Ch. 95, Evaluate FAR Part 121/135 Coordinating Agencies for Supplier's Evaluation (C.A.S.E.) Program.

U. *Paragraph D95 - MINIMUM EQUIPMENT LIST AUTHORIZATION.* This paragraph authorizes a certificate holder conducting operations under FAR Parts 121 and/or 135 to use an approved Minimum Equipment List (MEL).

(1) Paragraph D95 sets forth the conditions and limitations that must be met by the certificate holder to be able to operate its aircraft under the terms of the MEL.

(2) This paragraph may be issued for all aircraft authorized for use in Paragraph A3 or for selected aircraft within an operators fleet. See Figures 84-29 and 84-30, D95 Minimum Equipment List Authorization.

31. PART E: PARAGRAPH E96 - WEIGHT AND BALANCE. This paragraph authorizes an FAR Part 121 certificate holder to use its approved weight and balance control procedures. Additionally all commuter operators using airplanes having a maximum passenger seating configuration of 30 seats or less must be authorized for the method of controlling weight and balance by using Part E, paragraph E96. Further guidance and information on approving weight and balance control procedures is found in Order 8300.10, Vol. 2, Ch. 74, Evaluate FAR Parts 121 and 135 (10 or More) and Turbine Powered Aircraft Operator's Weight and Balance Control Program. See Figures 84-31 and 84-32, E96 Weight and Balance Control Procedures.

NOTE: This paragraph is not intended for use by an FAR Part 135 reciprocating powered aircraft of nine or less passenger seats. For further information see Order 8300.10, Vol. 2, Ch. 75, Evaluate FAR Part 135 (9 or Less) Weight and Balance Control Program.

33. MAINTENANCE TIME LIMITATIONS SECTION (PARTIAL RELIABILITY PROGRAM OR NO RELIABILITY PROGRAM)

A. *General.* A Maintenance Time Limitations Section is prepared by the certificate holder for each type of aircraft operated and maintained in accordance with the requirements of a Continuous Airworthiness Maintenance Program.

(1) The Maintenance Time Limitations Section shall consist of the following:

- Index
- Abbreviations and definitions
- Checks and Inspections
- Inspection frequency and overhaul

(2) A certificate holder requiring a Maintenance Time Limitations Section may reference, in paragraph D88 or D89, a document containing that information. This option is provided by paragraph D72(c).

(a) The referenced document must include at least the information required to be in the Maintenance Time Limitations Section and shall be approved by the Administrator.

(b) The document must have procedures for effecting revisions and revision control acceptable to the principal inspector.

NOTE: Each change to a time interval for an item not controlled by a reliability program must be FAA-approved.

B. *Index.* The index is the revision and page control for the Time Limitations Section. Each time a certificate holder revises an operations specifications page in this section, the index must be revised accordingly. See Figure 84-33, Maintenance Time Limitations.

(1) When pages of a Maintenance Time Limitations Section are deleted, they shall be retained on the amendment of the index page for control purposes. Superseded or deleted pages shall be kept in a separate file and retained for at least 5 years.

(2) The effective date indicates the date the information was entered on the page. The certificate holder shall enter the effective date for the original or amended page in the lower left corner of the page. The effective date and amendment number must also be entered in the Table of Contents signature block.

C. *Definitions.* This page defines each abbreviation and term used in the Maintenance Time Limitations Section that is not self-explanatory. See Figure 84-34, Maintenance Time Limitations Abbreviations and Definitions.

Note: Definitions may vary from carrier to carrier.

D. *Checks and Inspections.* These pages show the time limits and intervals for aircraft checks and inspections approved for the operator. See Figure 84-33, Maintenance Time Limitations.

Note: The "Checks and Inspections" are the basic pages for approving the certificate holder's Continuous Airworthiness Maintenance Program.

(1) Limits expressed in terms other than time-in-service as defined in FAR Part 1, such as clock or calendar time, must be identified on the definition page.

(2) Time-in-service and/or calendar times for checks and inspections shall be the maximum allowable increment for that item.

(3) *Instruments and electrical systems*

(a) Major components of ATA Systems 22 autopilot, 23 communications, 24 electrical, 31 instrument, 33 lighting, 34 navigational, and 77 engine instruments must be identified by the following:

- Name
- Manufacturer
- Model number, part number, or other specific designator used by the carrier

(b) These component identifications must be listed, under the applicable ATA chapter, on the appropriate inspection frequency and overhaul page or a document that is referenced and identified on a checks inspections page.

(4) Parts that have specified life limits imposed by the manufacturer must be listed on either of the following:

- The inspection frequency and overhaul pages under the applicable ATA Chapters for those parts
- A separate document that is referenced and identified on the checks and inspections page

(a) For example, reference documents may be the approved limitations section of the Airplane Flight Manual (AFM) or Type Certification Data Sheet.

(b) The certificate holder's manual shall contain procedures for controlling life-limited parts (FAR §§ 121.369 and 135.427).

E. *Inspection Frequency and Overhaul.* See Figure 84-33, Maintenance Time Limitations. These pages shall contain at least the following type of information using the format headings as follows:

Primary Maintenance Process	Inspection Check Period	Other
Chapter (ATA number VIS and identification)	OC	C

(1) The letter designation (i.e. A, B, or C,) and abbreviations (OC, VIS) in the above example must be identified on the definitions page.

(2) The letter designator in the "Inspection Check Period" column may be preceded by a 2, 3, or 4. This number serves as a multiple of the checks and inspection intervals. For example, if check "B" is required to be performed at 350 hours and the symbol in the "Inspection and Check Period" column is 2B, the limit for the task would be 700 hours.

(3) The aircraft make and model shall be entered at the top of each page.

35. INCREASES TO MAINTENANCE TIME LIMITATIONS (OPERATORS ISSUED PARAGRAPHS D88 AND D89)

A. *General.* Inspection and overhaul time limitations applicable to airframes, powerplants, propellers, and appliances normally are based on service experience. For further information see Vol. 2, Ch. 64, Evaluate Continuous Airworthiness Maintenance Program/Revision, Ch. 65, Evaluate Continuing Analysis and Surveillance Program/Revision, and Ch. 66, Approve a Reliability Program, and Paragraph 33 of this chapter.

(1) Time limitations may be established in terms of time-in-service based on hours, cycles, calendar months, or the number of inspection or overhaul intervals.

(2) Time limitations for appliances, where deterioration is not necessarily a result of operation hours (electronic units, emergency equipment, etc.), may be established in terms of calendar months.

B. Increasing Time Limitations

(1) An increase in time limitations may be made if the certificate holder can properly justify and substantiate the time increase.

(a) The justification should indicate that the increase will not adversely affect airworthiness of the aircraft.

(b) Submitted service records should show that a component or subcomponent does not require maintenance or adjustment because of damage, wear, or deterioration.

(2) Before applying for amended operations specifications, a certificate holder should give the principal inspector an informal indication of intent. Every effort should be made to coordinate with the certificate holder in an effort to detect and informally resolve any problem area or item that might result in a delay or disapproval of the operations specifications submitted at the time of formal application.

C. *Time Limitation Increase - Physical Inspection.* During preliminary discussions, the certificate holder must be advised of the number of engines, components, appliances, etc., to be inspected. The items inspected should have been operated to within five percent of the currently approved time limitations. Physical inspection need not be conducted by an Airworthiness ASI if, in the judgment of the Principal Airworthiness Inspector, the certificate holder has a capable and qualified person perform the inspection and properly documents the work. However, the assigned Airworthiness ASI must coordinate the inspection process with the certificate holder.

D. *Airframes.* Increases in time limitations for inspection, overhaul, or structural inspections of airframes are based on evaluation of all pertinent service records and/or examination of at least one aircraft of the model involved that has been operated to within five percent of the currently approved time limitation.

(1) Other methods of justifying time increase may be used when sufficient justification (such as industry experience) can be furnished by the certificate holder.

(2) When a phase inspection, modular, or block overhaul type of maintenance system is used, individual items may be rescheduled in another phase inspection, modular, or block interval (increase or decrease) if the performance and condition of the specific item warrants the change.

E. *Powerplant/Propeller and Associated Appliances.* Increases in engine or propeller inspection/overhaul periods may be approved in increments mutually agreed upon by the certificate holder and the Principal Airworthiness Inspector.

(1) Increases in time limitations normally are based on satisfactory service experience and/or at least one teardown examination. The engine/propeller should have operated to within five percent of the currently approved time limitation.

(2) Alternate methods acceptable to the Principal Airworthiness Inspector may be used for determining time interval increases to the established intervals for the inspection overhaul of powerplants or propellers when sufficient justification is furnished by the certificate holder.

(3) Engine appliances may have time interval increases in multiples of the approved engine inspection/overhaul time if it can be shown that satisfactory in-service history and inspection/overhaul experience justifies the increase and will not adversely affect the airworthiness of the appliance involved.

F. *Aircraft Appliances*

(1) Increases in the established time intervals for appliance inspection, bench test, or overhaul may be granted if sufficient justification is furnished by the certificate holder and the justification meets the criteria in paragraphs 35A, 35C, and 35D of this section.

(2) When electrical/electronic appliances are maintained as "on condition", special consideration should be given to the continued airworthiness of the mechanical components of such equipment.

G. *Data Review.* Data submitted by the certificate holder as justification for the time increase shall be thoroughly

researched and evaluated. If observations made during the physical inspection or record review indicate that deterioration of reliability will result if the requested time limitation increase is approved, the certificate holder shall be required to continue at limitations currently approved.

37. REVIEW, APPROVAL, AND DISTRIBUTION OF OPERATIONS SPECIFICATIONS

A. *General.* Operations specifications are legal documents and care must be taken in their preparation. Operations specifications may be approved only by the assigned principal inspectors or by assigned ASIs authorized by the Unit Supervisor to sign for them in their absence.

B. *Final FAA Review.* Assigned principal inspectors shall review the operations specifications for accuracy and completeness of the added information. This added information will be in upper case letters for ease of review.

(1) Automated operations specifications paragraphs shall be checked to ensure the following:

(a) The effective date appears in the bottom left corner

(b) Operator's certificate number appears in the bottom right corner and is correct (auto fill)

(c) Operator's correct name appears in the center bottom of the page (auto fill)

(d) The certificate holder has included each change to the times in the operations specifications or an attached list

(e) The certificate holder has provided the supporting information reference

(f) The title, date, and authorized signature of the certificate holder are completed

(2) Maintenance Time Limitations Sections shall be reviewed to ensure the following:

(a) The page headings include the make, model, and series of the aircraft (Boeing 727-200, Douglas DC-8 71F, etc.)

(b) The effective date is in the lower left corner

(c) The page number is in the lower center

(d) The operator's certificate number is in the bottom right corner

C. *Approving Operations Specifications*

(1) To approve operations specifications, the principal inspector shall enter the effective date and amendment number (for original issuance enter "Original or Org". The ASI's name, title, and district office designator must be auto-loaded in the space provided. The last paragraph page of the original operations specifications must be signed by the principal inspector or by assigned ASIs authorized by the Unit Supervisor. This signature must be in ink, however, on copies, an "Original signed by," stamp may be used.

D. *Distribution of Operations Specifications (Including FAR Part 135 (9 or Less))*

(1) After approving the operations specifications, the principal inspector shall forward the original and copy of each paragraph and each Maintenance Time Limitations Section page (if applicable) to the certificate holder's representative authorized to receive operations specifications. If it is not practical to hand deliver the operations specifications, the ASI should send them by registered mail to provide documentation of the delivery. The certificate holder or representative shall retain the original, indicate receipt on the copy, and return the copy to the district office.

(2) Principal inspectors shall keep the copies of all operations specifications on file in the District Office. Superseded operations specifications shall be retained for at least 5 years.

(3) The Principal Airworthiness Inspector shall forward one copy of the original operations specifications Parts D and E to AFS-500 through their respective regional airworthiness branch.

(4) Nonstandard paragraphs shall be distributed in accordance with the instructions in Section 1, Paragraph 13A(1) and (2) of this chapter.

39. AMENDMENT OR CANCELLATION OF OPERATIONS SPECIFICATIONS

A. *Effective Date.* Except for emergency amendments, amendments to operations specifications become effective on the date the amendment is approved by the authorized ASI. At this time the ASI must date and stamp "superseded" on all versions of the old operations specifications.

B. *Amendments Not Acceptable to the Operator.* When an amendment is necessary in the interest of safety and the certificate holder will not consent to the amendment, the following procedures shall apply:

(1) The described amendment to the operations specifications shall be prepared and forwarded to the responsible regional office.

(2) The appropriate regional specialist shall consult with the regional attorney regarding the action to be taken to amend the certificate holder's operations specifications.

(3) A letter of transmittal shall be prepared, addressed to the highest authority in the certificate holder's organization who handles maintenance matters. The letter shall indicate that "In accordance with the applicable provisions of the regulations (Section 121.79 or 135.17), the Administrator hereby amends the existing operations specifications in the following manner for the reasons indicated and that the amendment will become effective 30 days from receipt".

(4) The letter of transmittal and the amended operations specifications shall be forwarded to the certificate holder by certified mail to establish the date of receipt.

C. *Emergency Amendments.* By the authority in FAR §§ 121.79 and 135.17, the Administrator may require immediate amendment to a certificate holder's operations specifications when such action is required to ensure safety. Extreme caution should be exercised when employing emergency amendment procedures. When this action is deemed necessary, the following shall be accomplished:

(1) The ASI recommending such action shall inform the supervising ASI of all pertinent facts

(2) The supervising ASI shall notify appropriate regional office personnel

(3) When emergency amendment action is imminent, the regional office shall notify the Manager of the Aircraft Maintenance Division (AFS-300) by telephone

(4) If an emergency amendment is determined to be the proper and necessary course of action, the ASI who recommended the action will be so advised. That ASI will then notify the certificate holder in writing.

D. *Cancellation of Operations Specifications.*

(1) *Certificate holder-initiated cancellation of operations specifications.* The certificate holder should advise the principal inspector, in writing, of the particular specification for which cancellation is desired and the effective date of the cancellation.

(a) Upon receipt of the cancellation request the principal inspector shall stamp or mark "canceled" across the face of the applicable specification, along with the cancellation date.

(b) The principal inspector should advise the certificate holder and each FAA office holding copies of the operations specifications of the cancellation date. Canceled operations specifications shall be retained for at least five years.

(2) *FAA-initiated cancellation of operations specifications.* In cases where an operations specification is no longer required, the principal inspector shall notify the certificate holder, in writing, to cancel the specification. The letter must clearly state that the specification is being canceled, the effective date of cancellation, and the reason. Copies of the letter then should be forwarded to each FAA office holding copies of the certificate holder's operations specifications.

Section 2 Procedures

1. PREREQUISITES AND COORDINATION REQUIREMENTS

A. *Prerequisites*

- Knowledge of the regulatory requirements of FAR Parts 121 and/or 135, as applicable
- Previous experience with FAR Parts 121 and/or 135 certification projects and certificate management
- Completion of the Airworthiness Inspector's Indoctrination Course or equivalent

B. *Coordination.* This task requires close coordination between the Principal Airworthiness and the Principal Operations Aviation Safety Inspectors. Each specialty should be involved in the review process to ensure that all relevant issues are addressed.

3. REFERENCES, FORMS, AND JOB AIDS

A. *References*

- SFAR 38, as amended
- Advisory Circular 121-1, Standard Operations Specifications, as amended
- Order 8000.49, Flight Standards Geographic Program, as amended
- Order 8300.10, Vol. 2, referenced chapters

B. *Forms*

- FAA Form 8400.8, Automated Operations Specifications, as amended
- Air Operator Vital Information Subsystem worksheets
- Operations Specifications Checklists/Worksheets

C. *Job Aids*

- Figure 84-1, Table of Contents
- Figure 84-2, A4 Summary of Special Authorizations and Limitations
- Figure 84-3, Listing of Special Authorizations or Limitations
- Figure 84-4, Deviation Subject Areas Requiring Operations Specifications Paragraphs
- Figure 84-5, D71 Additional Maintenance Requirements
- Figure 84-6, D72 Aircraft Maintenance - General Requirements
- Figure 84-7, D73 Approved Aircraft Inspection Program
- Figure 84-8, D73 Approved Aircraft Inspection Program
- Figure 84-9, D74 Reliability Program Authorization: Entire Aircraft
- Figure 84-10, D75 Reliability Program Authorization: Airframe, Powerplant, Systems, or Selected Items
- Figure 84-11, D76 Short-Term Escalation Authorization
- Figure 84-12, D77 Maintenance Contractual Arrangement Authorization: For Entire Aircraft
- Figure 84-13, D78 Maintenance Contractual Arrangement Authorization for Specific Maintenance
- Figure 84-14, D79 Reliability Program Contractual Arrangement Authorization

- Figure 84-15, D80 Leased Aircraft Maintenance Program Authorization: U.S-Registered Aircraft
- Figure 84-16, D81 Parts Pool Agreement Authorization
- Figure 84-17, D82 Prorated Time Authorization
- Figure 84-18, D83 Parts Borrowing Authorization
- Figure 84-19, D84 Special Flight Permit With Continuing Authorization to Conduct Ferry Flights
- Figure 84-20, D85 Aircraft Listing
- Figure 84-21, D85 Aircraft Listing
- Figure 84-22, D86 Maintenance Program Authorization for Two-Engine Airplanes Used in Extended-Range Operation
- Figure 84-23, D87 Maintenance Program Authorization for Leased Foreign-Registered Aircraft Operated By U.S. Air Carriers
- Figure 84-24, D88 Maintenance Time Limitations
- Figure 84-25, D88 Maintenance Time Limitations
- Figure 84-26, D89 Maintenance Time Limitations
- Figure 84-27, D89 Maintenance Time Limitations
- Figure 84-28, D90 Coordination Agencies for Suppliers Evaluation (C.A.S.E.).
- Figure 84-29, D95 Minimum Equipment List Authorization
- Figure 84-30, D95 Minimum Equipment List Authorization
- Figure 84-31, E96 Weight and Balance Control Procedures
- Figure 84-32, E96 Weight and Balance Control Procedures
- Figure 84-33, Maintenance Time Limitations

5. PROCEDURES

NOTE: It is highly recommended to thoroughly read "Section 1, Background," of this chapter prior to actually working with an operator on automated operations specifications.

A. *Conduct Meeting With Operator/Applicant*

(1) *New Applicant.* When an applicant applies for a new certificate, the Certification Project Manager should conduct a meeting with the applicant along with all involved principal inspectors to acquire initial information for the following:

(a) Air Operator Vital Information Subsystem Worksheets

(b) Automated operations specifications worksheets

(c) Automated operations specifications checklists

NOTE: This meeting should be scheduled at the Certification Project Manager's discretion and not necessarily as part of the initial precertification meeting.

(2) *Operator requiring an operations specifications amendment.* For an established operator needing an amendment to operations specifications, review and update the following, as required:

(a) Air Operator Vital Information Subsystem worksheets to ensure that all required information is included on the worksheets and that these critical fields of information are current and accurate

(b) Automated operations specifications worksheets

(c) Automated operations specifications checklists

(d) Automated operations specifications paragraphs A - H

B. *Complete the Operations Specifications Checklist*

(1) Review the completed Operations Specifications Checklist to determine what information is still required.

(2) Principal Airworthiness Inspectors should coordinate with the other principal inspectors and the operator to complete the checklist.

(3) After a review with the operator/applicant, ensure there is agreement that the selected statements accurately describe the operation.

(4) Enter the data from the completed operations specifications checklist into the computer. Print the Operations Specifications Summary Listing for review.

(5) Review the summary and note those paragraphs that need additional information or clarification.

C. *Complete the Operations Specifications Worksheets*

(1) Obtain operations specification worksheets from the sources below, as required:

- The automated operations specifications program. The computer will print worksheets for the incomplete paragraphs.

- The district office Job Aid Disc

(2) Assist the operator in completing the worksheets to ensure that information is correct and that appropriate documents are referenced.

NOTE: Coordination between operations and airworthiness is essential to ensure that this information is accurate.

(3) When amending an operations specifications paragraph, complete only the applicable pages of the worksheet.

(4) Enter the data from the completed operations specifications worksheets into the computer.

(5) Request that a draft of the operations specifications be printed for review.

D. *Review the Draft Copy of the Operations Specifications*

(1) Verify that the appropriate paragraphs have been selected. If a necessary paragraph was not printed, or if an inappropriate paragraph was printed, review the information in either the Air Oper VIS worksheet or the Operations Specifications Checklist, as applicable.

(2) Correct any errors in the information.

(3) Proofread the information for accuracy. New information will appear in upper case letters. Enter corrections into the computer.

E. *Conduct Final Review of General Operations Specifications -Part A*

(1) *Paragraph A1 - Issuance and Applicability*

(a) Ensure that paragraph A1 identifies the holder/applicant of the operations specifications. The legal name of the operator/applicant must appear exactly as in the Air Operator Vital Information Subsystem file. If the operator/applicant's legal name is too lengthy to fit into the Air Operator Vital Information Subsystem, the full legal name must be typed in the first sentence of A1a.

(b) Ensure A1a specifies the kinds of operations authorized and the regulatory sections under which the operation is to be conducted.

(c) Ensure that Paragraph A1a authorizes no more than one type of operation per each of the following FAR Parts:

- FAR Part 121, i.e., domestic operations, domestic and flag operations, supplemental operations, supplemental cargo only operations

- FAR Part 135 fixed wing airplane operations, i.e., commuter airplane, on demand airplane, on demand cargo only airplane

- FAR Part 135 rotorcraft operations, i.e., commuter rotorcraft, on demand rotorcraft, on demand cargo only rotorcraft

NOTE: More than one FAR Part may be listed.

(d) Ensure that "Other Business Names (DBAs)" authorized under 14 CFR Part 215 or Part 298 are listed in the operations specifications and that the DBA is authorized by the Department of Transportation or an appropriate state agency. Verification must be accomplished by one of the following methods:

- The operator/applicant showing that the DBA is listed on a Department of Transportation registration (proof of insurance)
- The operator/applicant showing that the DBA is listed on a Department of Transportation certificate of public convenience and necessity
- The operator/applicant showing that the DBA is authorized by a Department of Transportation order
- The Department of Transportation Office of Aviation Analysis, Special Authorities Division providing verification, if the authorization was made by an oral grant
- The operator showing that the DBA is authorized and registered by an appropriate state authority when an "operating certificate" is involved

(2) *Paragraph A2 - Definitions and Abbreviations.* Ensure the definitions in this paragraph have not been changed and if any have been added ensure they have been submitted to AFS-300 as a nonstandard paragraph.

(3) *Paragraph A3 - Airplane/Aircraft Authorization.* Ensure this paragraph, authorizing an operator to use specific make/model/series of airplanes or aircraft, is correct.

(a) Ensure the authorized make/model/series entries are exactly as they appear in the field office ASAS Aircraft Identification Table (TC Listing).

NOTE: If there is not an exact match in the Aircraft Identification Table, the computer operator must verify the entry for the computer to accept a nonstandard make/model/series. If the appropriate make/model/series cannot be found in the ASAS Aircraft Identification Table, immediately notify AVN-120 so that the table can be updated.

(b) *Passenger Seating Capacity or Cargo Only, FAR Part 121.* Verify the following information:

- The passenger seating capacity used by the operator during the required emergency evacuation demonstration for each make/model/series listed in the column labeled "DEMONSTRATED" is correct
- The seating capacity for each applicable series is listed if the demonstrated passenger seating capacity applies to more than one series of a particular make and model
- The phrase "Cargo Only" is in the column labeled "APPROVED" if the airplane is configured for cargo only
- The number of flight attendants used during the emergency evacuation demonstration is entered for each make/model/series listed

(c) *Class of Operation, FAR Part 135.* Ensure that only one of the following five classes of operation has been entered for each make/model/series:

- Single Engine Land (SEL)
- Single Engine Sea (SES)
- Multi-engine Land (MEL)

- Multi-engine Sea (MES)
- Helicopter (HEL)

NOTE: If the aircraft is used in more than one class, the more restrictive class must have been entered.

(d) *Type of Operation, FAR Part 135.* Verify the following:

- The appropriate en route flight rule listed for each make/model/series
- The appropriate day/night condition listed for each make/model/series

(e) *Flight Attendant or Cargo Only, FAR Part 135.* Ensure the flight attendant requirement for each make/model/series is listed.

- If the make/model/series is configured with more than 19 passenger seats, ensure the number "1" was entered in the column labeled "Flight Attendant Or Cargo Only".
- If the passenger seating configuration is 19 seats or less, ensure the word "None" was entered.
- If the make/model/series is configured for cargo only operations, ensure that the phrase "Cargo Only" is in this column.

(4) *Paragraph A4 - Summary of Special Authorizations and Limitations.* Ensure the following:

(a) Paragraph A4a contains the titles (or equivalent phrases) and reference numbers of those special paragraphs under which the operator is actually authorized

(b) Paragraph A4b contains the title (or equivalent phrase) of those special paragraphs under which the operator is capable of conducting an activity, but is not currently authorized to do so

(5) *Paragraph A5 - Exemptions and Deviations.* Ensure any exemption or deviation under which the operator will conduct operations is listed in paragraph A5.

(a) *Exemptions (A5a).* Ensure the following:

- The current exemption number and expiration date is listed in numerical order
- In the space labeled "Remarks and/or References" adjacent to each exemption, there is a brief description of the exemption or the exempted regulations
- If certain conditions or limitations related to the exemption are specified in another paragraph, ensure the reference number of the other paragraph has been entered in this space

(b) *Deviations (A5b).* Ensure the following:

- The deviations are listed in numerical order by FAR section
- In the space labeled "Remarks and/or References" adjacent to each deviation, there is a brief description of the provisions of the deviation or a reference number for the standard operations specifications paragraph authorizing the deviation

(c) Ensure that the standard operations specifications paragraphs are referenced and issued when granting deviations.

(6) *Paragraph A6 - Management Personnel (Auto filled by VIS)*

(a) Ensure that Paragraph A6 clearly identifies the operator's management personnel who are fulfilling Federal Aviation Regulation management positions. Approval of deviations from required management positions must be indicated in A6 as follows:

- For deviations permitting less than the required management positions, the positions that are not filled must be blank. Additionally, the positions for Single Pilot Operators and Single Pilot-in-Command Operators must be blank.

- For deviations permitting the same person to fill two or more positions, the name and title of that person in each of the appropriate positions

- For deviations permitting a person to hold a management position when that person does not meet the regulatory qualification requirements, the name and title of that person must be in the appropriate position

- Ensure that the appropriate regulatory section is listed in paragraph A5(b) of the operations specifications for all cases.

(b) If necessary, there can be an extra paragraph to identify additional management positions or to specify conditions of a deviation.

(7) *Paragraph A7 - Other Designated Persons.* Ensure the following:

(a) The name, title, and address of the agent for service is correctly entered into the Air Operator Vital Information Subsystem file

(b) The names and titles of persons designated by the operator as authorized to apply for and receive operations specifications have been entered in subparagraph A7b. The operations specifications Parts for which the designated person is responsible have also be entered. If appropriate, the signatures of these individuals can be recorded in this subparagraph.

(8) *Paragraph A8 - Operational Control*

(a) Ensure that each FAR Part 121 and FAR Part 135 operator has a system and/or procedures for the control of flight movements.

- Dispatch systems are required for FAR Part 121 Domestic and Flag operations.

- Flight following systems are required for FAR Part 121 Supplemental operations when the operator does not have an established dispatch system.

- Flight locating procedures are used by FAR Part 135 operators.

(b) Ensure the system and/or procedures used by an operator are described or referenced in paragraph A8.

- References to sections of an operator's manual that detail the system and/or procedures are preferred.

- If the operator's manual descriptions are inadequate, a combination of references and narrative description should be used in the operations specifications.

- Narrative descriptions must be brief but provide sufficient information for the FAA and the operator to have the same understanding of the system and/or procedures.

- References should be changed only when a revision to the operator's manual makes the reference in the operations specifications incorrect.

(c) Ensure that the following information about the operator's procedures for controlling flight movement is provided or referenced in the operations specifications, as appropriate:

- Methods and procedures for initiating, diverting, and terminating flights

- Persons or duty positions authorized to, and responsible for, exercise of operational control

- Facilities and location of facilities used by the operator in the exercise of operational control

- Communication systems and procedures used by the operator

- Special coordination methods and/or procedures used by the operator to assure the aircraft is airworthy

- Emergency notification procedures

(9) *Paragraph A28 - Aircraft Wet Lease Arrangements*

(a) Ensure that the following information is included in the columns provided in paragraph A28:

- The name of the lessor and lessee for each leasing agreement

- The aircraft make/model/series used in each agreement

- The expiration date of each agreement

(b) An extra subparagraph may be added to A28, if required, to specify any other conditions or limitations to the kind of operation.

(10) *Paragraph A29 - Aircraft Interchange.* When an interchange arrangement is authorized, each responsible principal inspector must issue paragraph A29 to both involved parties. All interchange arrangements authorized for an operator must be listed in A29.

(a) In the column labeled "Primary Operator", ensure that the name of the operator who would normally operate the aircraft if an interchange agreement were not in effect is entered.

(b) In the column labeled "Interchange Operator", ensure the name of the other party to the interchange agreement is entered.

(c) In the appropriate columns, ensure that the make/model/series of the aircraft used and all specified interchange points for each agreement are entered.

(d) Other conditions or limitations such as expiration dates, may be added as an extra subparagraph to A29.

H. *Conduct Final Review of Maintenance Operations Specifications - Part D*

(1) *Paragraph D71 - Additional Maintenance Requirements.* This paragraph should be printed for all FAR Part 135 certificate holders maintaining aircraft under FAR § 135.411(a)(1). This includes aircraft subject to an Approved Aircraft Inspection Program under FAR § 135.419. See Order 8300.10, Vol. 2, Ch. 91, Evaluate FAR § 135.411(a)(1) Inspection and Maintenance Requirements.

(2) *Paragraph D72 - Aircraft Maintenance - General Requirements (Auto Fill).* This paragraph should be printed for all operators operating aircraft subject to a continuous airworthiness maintenance program. See Order 8300.10, Vol. 2, Ch. 64, Evaluate Continuous Airworthiness Maintenance Program/Revision.

(3) *Paragraph D73 - Approved Aircraft Inspection Program.* This paragraph may be printed for turbo-propeller and turbo-jet aircraft of 9 passenger seats or less subject to the provisions of FAR §§ 135.419 and 135.411(a)(1), or if requested by the operator. See Order 8300.10, Vol. 2, Ch. 83, Evaluate FAR Part 135 (9 or Less) Approved Aircraft Inspection Program.

(4) *Paragraph D74 - Reliability Program Authorization: Entire Aircraft*

(a) Ensure that each type of aircraft to be controlled by the reliability and approved reliability document is identified.

(b) Ensure that the time limitations for overhaul, inspections, and checks are contained in one of the following:

- Certificate holder's manual

- Maintenance specification document

- Any other document approved by the Administrator

(c) See Order 8300.10, Vol. 2, Ch. 66, Approve Reliability Program.

(5) *Paragraph D75 - Reliability Program Authorization: Airframe, Powerplant, Systems, or Selected Items.* Ensure the following:

(a) The reliability program is identified on the operations specifications

(b) If the certificate holder provides reference to another document approved by the Administrator in its Maintenance Time Limitations Section, the referenced document contains at least that information required by the Maintenance Time Limitations Section

NOTE: If operator is issued paragraph D75, paragraph D88 will be auto-loaded.

(c) See Order 8300.10, Vol. 2, Chs. 64, Evaluate Continuous Airworthiness Maintenance Program/Revision and 66, Approve Reliability Program

(6) *Paragraph D76 - Short-Term Escalation Authorization.* Paragraph D76 should be printed for certificate holders authorized to use short-term escalation procedures. See Order 8300.10, Vol. 2, Ch. 80, Evaluate Short-Term Escalation Procedures.

(7) *Paragraph D77 - Maintenance Contractual Arrangement Authorization for an Entire Aircraft.* This paragraph should appear for a certificate holder authorized to use a contractor's approved maintenance program for maintenance of its entire aircraft. This includes participation in the contractor's reliability program. See Order 8300.10, Vol. 2, Ch. 69, Evaluate FAR Part 121/135 Maintenance Contractual Agreement.

(8) *Paragraph D78 - Maintenance Contractual Arrangement Authorization for Specific Maintenance.* This paragraph should be printed for certificate holders with authorization to arrange with one or more contractors for specific maintenance functions using the contractor's approved maintenance program. See Order 8300.10, Vol. 2, Ch. 69, Evaluate FAR Part 121/135 Maintenance Contractual Arrangement.

(9) *Paragraph D78 - Table 2 - Supplemental Paragraph.* Ensure this paragraph identifies the functions to be performed by the contractor(s) listed in Paragraph D78. This paragraph may be used for one or more contractors, aircraft/engine makes and models, or components.

(10) *Paragraph D79 - Reliability Program Contractual Arrangement Authorization.* This paragraph should be printed for certificate holders with authorization to participate in another certificate holder's (contractor's) FAA-approved reliability program for its aircraft or engines. Ensure that the certificate holder's aircraft or engines are included in the contractor's fleet for the purpose of this program. See Order 8300.10, Vol. 2, Ch. 67, Approve Contract Reliability Program.

(11) *Paragraph D80 - Leased Aircraft Maintenance Program Authorizations: U.S.-Registered Aircraft.* This authorization should be printed for a certificate holder (lessee) using a lessor's approved maintenance program for the leased aircraft. It applies only to leases of aircraft that are intended to be returned to the lessor. See Order 8300.10, Vol. 2, Ch. 73, Evaluate FAR Part 121/135.411(a)(2) Leased Maintenance Program Authorization: U.S.-Registered Aircraft.

(12) *Paragraph D80 - Table 2 - Supplemental Paragraph.* This supplemental paragraph must list the exceptions to the lessor's maintenance programs (maintenance/inspection functions) that are to be accomplished according to the certificate-holder's approved maintenance program. This paragraph must be attached to paragraph D80.

(13) *Paragraph D81 - Parts Pool Agreement Authorization.* Under the provisions of FAR § 121.361(b) this paragraph should be approved for a certificate holder desiring to enter into a parts pooling agreement with foreign air carriers or agencies whose employees do not hold U.S. airman certificates. See Order 8300.10, Vol. 2, Ch. 87, Approve Part/Parts Pool/Part Borrowing.

(14) *Paragraph D82 - Prorated Time Authorization.* Ensure this paragraph appears for certificate holders authorized to use aircraft for which inspection and overhaul times have been established using the proration process. See Order 8300.10, Vol. 2, Ch. 88, Prorated Time Authorization.

(15) *Paragraph D83 - Parts Borrowing Authorization.* Ensure this paragraph appears for certificate holders authorized relief from approved overhaul time limits when borrowing parts from another certificate holder. See Order 8300.10, Vol. 2, Ch. 87, Approve Part/Parts Pool/Part Borrowing.

(16) *Paragraph D84 - Special Flight Permit with Continuous Authorization to Conduct Ferry Flights.* Ensure this paragraph appears if a certificate holder, whose aircraft are maintained under a Continuous Airworthiness Maintenance Program, has been authorized to issue a special flight permit with continuing authorization to conduct ferry flights. See Order 8300.10, Vol. 2, Ch. 89, Special Flight Permit With Continuing Authorization to Conduct Ferry Flights.

(17) *Paragraph D85 - Aircraft Listing.* Ensure the following:

(a) Certificate holders conducting operations using aircraft subject to continuous airworthiness maintenance programs, including domestic, flag, supplemental, commuter, and on-demand operations, list all such aircraft in the operations specifications (Paragraph D85) or in a current listing attached to the operations specifications

(b) The aircraft listing includes at least the following information:

- Type of aircraft by make, model, and series
- Registration number
- Serial number

(c) If no entry is made, "See attached list" will automatically be entered. When "See attached list" is printed in a paragraph, the attached approved document must reference the effective date and amendment number of the paragraph. The statement "This list supersedes any previous lists", or a similarly worded statement, must be included in the document. Reference Figure 84-20, Paragraph D85.

(18) *Paragraph D86 - Extended-Range Operations With Two-Engine Aircraft - Tables 1 and 2.* Table 1 must list the conditions for using the extended-range authorization. Table 2 must identify the specific programs and documents that must be followed. See Order 8300.10, Vol. 2, Ch. 82, Evaluate FAR Part 121 Extended-Range Operations With Two-Engine Aircraft (ETOPS)

(19) *Paragraph D87 - Maintenance Program Authorization for Leased Foreign-Registered Aircraft Operated by U.S. Air Carriers - Table 1.* Ensure that the certificate holder's proposed foreign maintenance program to be used for its leased, foreign-registered aircraft has been fully evaluated before approving this paragraph. See Order 8300.10, Vol. 2, Ch. 81, Evaluate Foreign-Registers Aircraft Operated By FAR Part 121/135.411(a)(2) Operators.

(a) Original approval of the maintenance program must be identified "ORIG" in Table 1.

(b) Each revision to an adopted foreign maintenance program shall be approved on an individual basis by amending this paragraph.

(20) *Paragraph D87 - Table 2.* Ensure the following:

(a) This table identifies differences between the certificate holder's adopted maintenance program for leased, foreign-registered aircraft and the certificate holder's approved program (if applicable).

(b) Each item or system that is considered to be a difference or exception is identified by Air Transportation Association code and listed in this table.

(21) *Paragraph D88 - Maintenance Time Limitations.* Ensure the following:

(a) Each item not controlled by a reliability program is FAA-approved

(b) Each change to a time limitation includes the actual data change in the operations specifications or a referenced list

(c) The supporting information reference correlates all of the supporting data to the operations specifications by referencing the FAA-approved document.

NOTE: Ensure that the signature block is appropriate. Four lines for original operations specification vs five lines for an amendment.

(d) See Order 8300.10, Vol. 2, Chs. 66, Approve Reliability Program and 64, Evaluate Continuous Airworthiness Maintenance Program.

(22) *Paragraph D89 - Maintenance Time Limitations (Operators without a reliability program).* Ensure the following:

(a) The referenced documents are approved by the Administrator

(b) Acceptable procedures are included for affecting and controlling revisions

(c) Each change to a time limitation includes the actual data change in the operations specifications or a referenced list

(d) The supporting information reference correlates all of the supporting data to the operations specifications by referencing the FAA-approved document

NOTE: Ensure that the signature block is appropriate. Four lines for original operations specification vs five lines for an amendment.

(e) See Order 8300.10, Vol. 2, Ch. 64, Evaluate Continuous Airworthiness Maintenance Program.

I. *Paragraph D90 - C.A.S.E.* This paragraph should be printed for qualified certificate holders with authorization to become a member of the C.A.S.E. program. See Figure 84-28, D90. See Order 8300.10, Vol. 2, Ch. 95, Evaluate Coordinating Agencies for Supplier's Evaluation (C.A.S.E.) Program.

J. *Paragraph D94 - Non-Standard Paragraph.* Ensure that all non-standard paragraphs are approved before approving the operations specifications.

K. *Paragraph D95 - Minimum Equipment List Authorization.* Ensure this paragraph sets forth the conditions and limitations that must be met by the certificate holder/applicant. See Order 8300.10, Vol. 2, Ch. 85, Approve FAR Part 121 Minimum Equipment List/Revision or Vol. 2, Ch. 86, Approve FAR Part 135 Minimum Equipment List/Revision, as applicable.

L. *Part E Paragraph E96 - Weight and Balance.* Conduct final review of this paragraph per the guidance in Order 8300.10, Vol. 2, Ch. 74, Evaluate FAR Part 121/135 (10 or more) and Turbine Powered Aircraft Operator's Weight and Balance Control Program.

M. *Conduct Final Review of Maintenance Time Limitations Section (D88 and D89).* Ensure that a Maintenance Time Limitations Section has been prepared by the certificate holder for each type of aircraft operated and maintained according to the requirements of a continuous airworthiness maintenance program. The section must consist of four sections:

- Index
- Abbreviations and definitions
- Checks and Inspections
- Inspection frequency and overhaul

(1) If the certificate holder references a document or manual that contains the required Maintenance Time Limitation information, ensure that the referenced document includes at least the information required to be in the Maintenance Time Limitations Section. The document must be approved by the Administrator.

(a) If a document is referenced in the Maintenance Time Limitations Section, ensure the limitations section consists of at least an Index and a checks, inspection, and overhaul page identifying the referenced document(s).

(b) Ensure the referenced document contains procedures for effecting revisions and revision control that are acceptable to the principal inspector. Each document revision must be approved by the FAA.

(2) *Index.* Ensure the certificate holder enters the effective date for the original or amended page in the lower left corner of the page.

(3) *Checks and Inspections*

(a) If limits are to be expressed in terms other than time-in-service as defined in FAR Part 1 (such as clock or calendar time), ensure these terms are identified on the definitions page.

(b) Ensure that time-in-service and/or calendar times for checks and inspections are the maximum allowable increment for that item.

(c) Ensure the major components of Air Transportation Association Systems are identified by name, manufacturer, and either a model number, part number, or other specific designator used by the carrier on the appropriate inspection frequency and overhaul page. These components include:

- 22 autopilot
- 23 communications
- 24 electrical
- 31 instrument
- 33 lighting
- 34 navigational
- 77 engine instruments

(d) If the certificate holder chooses not to identify these components on the inspection frequency and overhaul page, ensure they are identified in an approved document that must be referenced and identified on a checks and inspections page.

(e) Ensure parts that have specified life limits imposed by the manufacturer are listed on the inspection frequency and overhaul pages under the applicable Air Transportation Association Chapters for those parts. Life-limited parts may also be listed in a separate document and that document referenced and identified on the checks and inspections page. Ensure the certificate holder's manual contains procedures for controlling life-limited parts, in accordance with FAR §§ 121.369 and 135.427.

(4) *Inspection Frequency and Overhaul.* Ensure that the aircraft make and model is on the top of the front side of each page. Ensure that the Inspection Frequency and Overhaul pages contain at least the following type of information using the format headings as follows:

Primary Maintenance Inspection & Overhaul

Primary Maintenance Process	Inspection Check Period	Other	
Chapter (ATA number and identification)	OC	C	VIS

NOTE: The letter designations (i.e. A, B, or C), and abbreviations (OC, VIS) in the above example must be identified on the definitions page. A letter designator in one of the columns may be preceded by a 2, 3, or 4. This number serves as a multiple of the checks and inspection intervals.

N. *Coordinate the Draft Operations Specifications with the Operator/Applicant.* Ensure the operator is involved throughout the preparation of the final Operations Specifications. The operator should be given opportunities to verify that added information is correct.

O. *Submit Final Corrections to Data Entry Personnel (if available)*

P. *Print Final Operations Specifications.* After the operations specifications have been reviewed, verified for accuracy, and coordinated with the operator/applicant, the document and the table of contents must be printed.

Q. *Conduct Final FAA Review.* The Principal Airworthiness Inspector must perform a final review of the operations specifications for accuracy and completeness.

(1) Ensure the following:

(a) The effective date appears in the bottom left corner

(b) The operator's certificate number appears in the bottom right corner and is correct

(c) The operator's correct name appears in the bottom center of the page

(d) The title, date, and authorized signature of the certificate holder are entered

(2) Review the Maintenance Time Limitations Section and all supplemental paragraph pages. Ensure the following:

(a) The page headings include the name of the make, model, and series of the aircraft, if applicable

(b) The effective date is in the lower left corner

(c) The page number is above the operator's name

(d) The operator's certificate number is in the lower right corner below the page number

R. *Approval of Operations Specifications*

(1) For approval of operations specifications, complete the following steps for each paragraph:

(a) Enter the effective date and the amendment number (for original issuance enter Original or Org in the space provided.

NOTE: Except for emergency amendments, amendments to operations specifications become effective on the date the amendment is approved by the authorized ASI.

(b) Ensure the ASI's name, title, and district office designator is entered correctly in the space provided (auto filled) at the end of each paragraph.

NOTE: Parts D and E operations specifications may be approved only by the assigned Principal Airworthiness Inspector(s) or by assigned ASIs authorized by the Unit Supervisor to sign for the Principal in their absence. Specific paragraphs within Part A of the operations specifications are the joint responsibility of Principal Operations and Airworthiness Inspectors. Approval of Part A paragraphs may be indicated by the signature of any one of the three assigned principal inspectors.

(2) To approve operations specifications, the assigned ASI should compare the effective dates in the table of contents page to each page to ensure the effective dates match.

7. TASK OUTCOMES

A. *File PTRS Transmittal Form*

B. Completion of this task may result in the following:

(1) Issuance of operations specifications, including FAR Part 135 (9 or Less) by accomplishing the following:

(a) After approving the operations specification, forward the original and copy of each paragraph, supplemental paragraph, and Maintenance Time Limitations Section page to the certificate holder's representative authorized to receive operations specifications.

(b) Instruct the certificate holder to do the following:

- Retain the original
- Indicate receipt on the copy
- Return the copy to the district office

(c) File all copies of the operations specifications, including the table of contents, with the Certificate Holding District Office.

- File together those operations specifications paragraphs that are currently in effect for the operator.
- Keep superseded paragraphs and tables of contents in a separate file for at least 5 years.

(d) Forward a copy of the original operations specifications to the regional office for review. The regional office shall forward one copy to the Aircraft Maintenance Division, AFS-300.

(e) Forward a copy of all nonstandard paragraphs to AFS-300 through the regional Flight Standards Division. Include a letter of transmittal describing the circumstances and justification for the nonstandard paragraph.

(f) Forward one copy of each automated operations specifications paragraph incorporating an extra subparagraph to AFS-300 through the regional Flight Standards Division. Include a letter of transmittal describing the circumstances and justification for the extra subparagraph.

(2) *Cancellation of operations specifications at the certificate holder's request.*

(a) The principal inspector must be advised by the certificate holder, in writing, of the desire to cancel operations specifications. The letter must state the particular specification for which cancellation is requested and the effective date of the cancellation.

(b) Upon receipt of the cancellation request, stamp or mark "canceled" across the front of the applicable specification, along with the cancellation date.

(c) Advise the certificate holder and each FAA office holding copies of the operations specifications of the cancellation date.

(3) *Cancellation of operations specification at the FAA's request*

(a) In cases where an operations specification is no longer required, notify the certificate holder, in writing, to cancel the specification. Ensure that the letter clearly specifies:

- The specification being canceled
- The effective date of cancellation
- The reason for cancellation

(b) Forward copies of the letter to each FAA office holding copies of the certificate holder's operations specifications.

(4) *Preparation of amendments not acceptable to the operator.* When a certificate holder will not consent to an amendment that is necessary in the interest of safety, perform the following:

(a) Prepare a description of the necessary amendment to the operations specifications and forward it to the responsible regional office

(b) The appropriate regional specialist shall consult with the regional attorney regarding the action to be taken to require the operator to amend the operations specifications

(c) The regional office shall prepare a letter of transmittal, addressed to the certificate holder's highest authority regarding maintenance matters. The letter will state, "In accordance with the applicable provisions of the regulations (FAR § 121.79 or 135.17), the Administrator hereby amends the existing operations specifications in the following manner for the reasons indicated and the amendment will become effective 30 days from receipt".

(d) The letter of transmittal and the amended operations specifications will be forwarded to the certificate holder by certified mail (Return Mail Requested) to establish the date of receipt

(5) *Emergency amendments.* FAR §§ 121.79 and 135.17 authorize the Administrator to require immediate amendment to a certificate holder's operations specifications when such action is necessary to ensure safety. When this action becomes necessary, perform the following:

- The ASI recommending such action must inform the supervising ASI of all pertinent facts
- The supervising ASI will notify appropriate regional office personnel
- When emergency amendment action is imminent, the regional office shall telephone the Manager of the Aircraft Maintenance Division (AFS-300) and provide all the details
- If an emergency amendment is determined to be the proper course of action, the ASI recommending the action will be so advised. That ASI must notify the certificate holder in writing.

(6) *Amendment effective dates.* Except for emergency amendments, amendments to operations specifications become effective on the date the amendment is approved by the authorized ASI. At this time the ASI must date and stamp "superseded" on all versions of the old operations specifications.

9. FUTURE ACTIVITIES. Conduct additional surveillance for the first 90 days after the approval of new operations specifications to ensure that operating practices are performed at an adequate level of safety.

FIGURE 84-1

TABLE OF CONTENTS

PART D - AIRCRAFT MAINTENANCE

FIGURE 84-1-(cont.)

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PART D - AIRCRAFT MAINTENANCE

FIGURE 84-2

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A4. Summary of Special Authorizations and Limitations (02/10/89).

a. The certificate holder, in accordance with the reference paragraphs, is authorized to:

	Reference Paragraphs
- Use a reliability program for the entire aircraft.	D74
- Use short-term escalation.	D76
- Conduct ferry flights under special flight permits with continuing authorization.	D84
- Use an approved Minimum Equipment List (MEL).	D95

b. The certificate holder is not authorized and shall not:

- Participate in a parts pool agreement.

- Contractually arrange with other certificated operators for specific maintenance.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Pennie Thompson Principal Avionics Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name Title Date

Effective Date: MM/DD/YY A4-1 Certificate No.: PAAA001A

Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-2

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

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A4. Summary of Special Authorizations and Limitations (02/10/89).

a. The certificate holder, in accordance with the reference paragraphs, is authorized to:

	Reference Paragraphs
- Use a reliability program for the entire aircraft.	D74
- Use short-term escalation.	D76
- Conduct ferry flights under special flight permits with continuing authorization.	D84
- Use an approved Minimum Equipment List (MEL).	D95

b. The certificate holder is not authorized and shall not:

- Participate in a parts pool agreement.

- Contractually arrange with other certificated operators for specific maintenance.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Pennie Thompson Principal Avionics Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name Title Date

Effective Date: MM/DD/YY A4-1 Certificate No.: PAAA001A

Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-3

Listing of Special Authorizations or Limitations

	Reference Paragraphs
Conduct North Atlantic Operations (NAT/OPS) with two-engine airplanes under Part 121.	B41
Conduct-Extended Range Operations with two-engine airplanes (ER-OPS) under Part 121.	B42
Use an approved Carry-on Baggage Program.	A11
Comply with the rules applicable to domestic operations in the conduct of scheduled operations to certain foreign airports.	A12
Conduct operations using lower than standard takeoff minimums under Part 121.	C56
Conduct airplane operations using lower than standard takeoff minimums under Part 135.	C57
Conduct helicopter operations using lower than standard takeoff minimums under Part 135.	H106
Use powerplant reversing systems for rearward taxi in airplane operations.	C65
Conduct turbojet airplane takeoff operations in tailwind conditions.	C66
Conduct IFR operations outside controlled airspace.	A14
Conduct Airplane Category II operations.	C59
Conduct Airplane Category III operations.	C60
Conduct Helicopter Category II operations.	H108
Conduct Helicopter Category III operations.	H109
Use flight control guidance systems for airplane automatic landing operations.	C61
Use flight control guidance systems for helicopter automatic landing operations.	H110
Use manually flown flight control guidance systems certified for airplane landing operations.	C62

FIGURE 84-3-(cont.)

	Reference Paragraphs
Use manually flown flight control guidance systems certified for helicopter landing operations.	H111
Conduct airplane approach operations using an area navigation system.	C63
Conduct helicopter approach operations using an area navigation system.	H112
Conduct Class I navigation using an area navigation system.	B34
Conduct Class I navigation in the U.S. Positive Control Area (PCA) using area navigation systems.	B35
Conduct Class II navigation using long-range navigation systems or a flight navigator.	B36
Conduct operations in Central East Pacific (CEPAC) Composite Airspace.	B37
Conduct operations in North Pacific (NOPAC) Airspace.	B38
Conduct operations in North Atlantic Minimum Navigation Performance Specifications Airspace (NAT/MNPS).	B39
Conduct operations in areas of magnetic unreliability.	B40
Conduct planned redispatch or rerelease en route operations.	B44
Use automotive gasoline fuel in reciprocating engine powered aircraft.	A19
Use an autopilot system in lieu of a required second-in-command.	A15
Conduct airplane operations without instrument rated pilots.	A20
Conduct emergency medical helicopter operations.	A21
Conduct scheduled passenger helicopter operations.	A18
Use an approved security program in helicopter operations.	A17
Conduct IFR helicopter en route descent (HEDA) procedures.	H104

FIGURE 84-3-(cont.)

	Reference Paragraphs
Use a reliability program for the entire aircraft.	D74
Use a reliability program for airframe, powerplant, systems or selected items.	D75
Use short-term escalation.	D76
Contractually arrange with other certificated operators for maintenance of the entire aircraft.	D77
Contractually arrange with other certificated operators for specific maintenance.	D78
Contractually arrange with another certificated operator for a reliability program.	D79
Use a maintenance program for leased U.S. registered aircraft.	D80
Participate in a parts pool agreement.	D81
Prorate times.	D82
Borrow parts.	D83
Conduct ferry flights under special flight permits with continuing authorization.	D84
Use an Extended-Range Operation (ER-OPS) aircraft maintenance program.	D86
Use a maintenance program for leased foreign registered aircraft.	D87
Use a separate approved document or approved manual section for time limitations.	D88
Use an approved Minimum Equipment List (MEL).	D95

FIGURE 84-4

Deviation Subject Areas Requiring Operations Specifications Paragraphs

APPROPRIATE FAR'S	SUBJECT	PARAGRAPH NUMBER
Various, depends on operating regulation, management position, and qualifications	Management	A6
FAR 121.339(a)(2)(3) and (4)	Extended Over Water Operations without life rafts	A13
FAR's 135.21 (a), 135.37(b), and 135.341(a)	Basic Part 135 Operator On-Demand Operations Only	A16
FAR's 135.21(a), 137.37(b), and 135.341(a)	Basic Part 135 Operator Commuter and On-Demand	A16
FAR's 135.21(a), 135.37(b), and 135.341(a)	Single Pilot-in-Command Operator	A16
FAR 121.161(a)	Extended-Range Operations with Two-Engine Airplanes	B42
FAR 121.645(b)(2)	Special Fuel Reserves in International (Flag) Operations	B43

FIGURE 84-5

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D71. ADDITIONAL MAINTENANCE REQUIREMENTS (10/05/90).

The aircraft identified below shall not be used in Part 135 operations unless the following additional maintenance requirements of Section 135.421 are met:

AIRCRAFT MAKE AND MODEL	
PIPER PA 600 PIPER 31T CESSNA T207A CESSNA T210N	BELL 206B

a. Each installed engine, its component parts, and accessories necessary for its function shall be maintained in an airworthy condition in accordance with the following maintenance documents. The engine, its component parts, and accessories shall be overhauled on or before the time-in-service interval shown in Table 1.

Table 1

ENGINE MAKE AND MODEL	MAINTENANCE DOCUMENT	TIME-IN-SERVICE INTERVAL
LYC IO540K1JB	PIPER SERVICE MANUAL 761732	2,000 HOURS
P&W PT6A-28	PIPER SERVICE MANUAL 761-664. TREND MONITORING I.A.W. S/B 1003	H.S.I.-O.C.
	P&W OVHL MANUAL 301-3243	3,500 HOURS
CONT TSIO-520M	CESSNA SERVICE MANUAL D2060-13	1,500 HOURS
CONT TSIO-520R	CESSNA SERVICE MANUAL D2035-13	1,500 HOURS
ALLISON C	BELL SERVICE MANUAL	

b. Each installed propeller and propeller control shall be maintained in an airworthy condition in accordance with the schedule of maintenance in the following maintenance documents. The propeller and propeller control shall be overhauled on or before the time-in-service interval shown in Table 2.

FIGURE 84-5-(cont.)

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Table 2

PROPELLER/GOVERNOR MAKE AND MODEL	MAINTENANCE DOCUMENT	TIME-IN-SERVICE INTERVAL HOURS/CALENDAR
(P) MCCAULEY D3A34C40W	CESSNA SERVICE MANUAL D02058-1-13	1600 HRS/5YRS WHICH EVER COMES FIRST
(G) MCCAULEY C16032-1010		1600 HOURS
(P) MCCAULEY 2A34C203	CESSNA SERVICE MANUAL D2027-13	1500 HRS/5YRS WHICH EVER COMES
(G) MCCAULEY C290D3/T15		1800 HOURS

c. Each rotor installed on the helicopters listed in Table 3 is maintained in an airworthy condition in accordance with the schedule of maintenance functions in the following manufacturer's maintenance documents:

Table 3

HELICOPTER MAKE AND MODEL	MAINTENANCE DOCUMENT
BELL 206B	PAN AMERICAN AIRLINES INC INSPECTION DOCUMENT AAIP-2-2099, DATED 03/21/90

d. Each item of installed emergency equipment listed in Table 4 is maintained in an airworthy condition in accordance with the schedule of maintenance and inspection functions in the following maintenance documents:

FIGURE 84-5-(cont.)

Table 4

EMERGENCY EQUIPMENT ITEM	MAINTENANCE DOCUMENT
OXYGEN REGULATOR	PIPER SERVICE MANUAL 761732
*OXYGEN BOTTLE	
**EXTINGUISHER HALON 1221	PLACARD INSTRUCTIONS
LIFE VESTS	OPERATORS OR MANUFACTURER'S DOCUMENT
PYROTECHNIC SIGNAL DEVICE	OPERATOR'S OR MANUFACTURER'S DOCUMENT

e. * Inspections, hydrostatic tests, and life limits of pressure vessels manufactured under a DOT specification are accomplished as set forth in 49 CFR Part 173, as amended.

f.** Inspections, hydrostatic tests, and life limits for portable fire extinguishers are accomplished as set forth in 46 CFR 71.25 and 162.028, as amended.

g. Pressure vessels manufactured under a MIL-SPEC are maintained in accordance with the applicable military specifications.

h. Foreign-manufactured pressure cylinders are maintained in accordance with the applicable foreign manufacturer's specifications.

i. Pressure cylinders not manufactured under DOT,foreign,or U.S. MIL-SPECS are maintained in accordance with the applicable aircraft manufacturer's specifications.

j. Life-limited parts are replaced as set forth in the applicable specification, type certificate data sheet, or other document approved by the Administrator for each engine and/or propeller.

k. Life-limited parts are replaced as set forth in the applicable specification, type certificate data sheet, or other document approved by the Administrator for each engine and rotor.

NOTE: Subparagraphs b, c, and e through k are options, selected to fit a particular certificate holder's operation.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Pennie Thompson **Principal Avionics Inspector** **WAC1**

3. Date Approval is effective: MM/DD/YY **Amendment No.: ___**

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name	**Title**	**Date**

Effective Date: MM/DD/YY **D71-3** **Certificate No.: PAAA001A**
Pan American Airlines Inc

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FIGURE 84-6

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Form Approved OMB No. 2120-00028

D72. AIRCRAFT MAINTENANCE - GENERAL REQUIREMENTS (01/11/88).

The certificate holder is authorized to conduct operations under Part_____ of the Federal Aviation Regulations using the aircraft identified in the certificate holder's aircraft listing providing the following conditions are met:

a. Each aircraft authorized for use shall be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in these operations specifications.

b. The continuous airworthiness maintenance program must be sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Federal Aviation Regulations and standards prescribed and approved by the Administrator. The program shall be included in the certificate holder's manual.

c. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits shall be contained in these operations specifications or in a document approved by the Administrator and referenced in these operations specifications.

d. Items identified as "on condition" shall be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance checks or tests, shall be described in the certificate holder's manual.

FIGURE 84-6-(cont.)

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e. Parts or subassemblies of components that do not have specific time intervals shall be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Russ Unangst Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name	Title	Date

Effective Date: MM/DD/YY D72-2 Certificate No.: PAAA001A

Pan American Airlines Inc

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FIGURE 84-7

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

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D73. APPROVED AIRCRAFT INSPECTION PROGRAM (7/6/87).

The certificate holder is authorized to use each aircraft listed in the following table or on the attached current aircraft listing in Part 135 operations provided each aircraft listed is inspected in accordance with the certificate holder's Approved Aircraft Inspection Program (AAIP).

REGISTRATION NUMBER	AIRCRAFT MAKE/MODEL AND SERIAL NO.
N1234U	Bell 206B 206-123456

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Russ Unangst **Principal Maintenance Inspector** **WA01**

3. Date Approval is effective: MM/DD/YY **Amendment No.: ___**

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name	Title	Date

Effective Date: MM/DD/YY **D73-1** **Certificate No.: PAAA001A**

Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-8

U.S. Department of Transportation Federal Aviation Administration

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D73. APPROVED AIRCRAFT INSPECTION PROGRAM (7/6/87).

The certificate holder is authorized to use each aircraft listed in the following table or on the attached current aircraft listing in Part 135 operations provided each aircraft listed is inspected in accordance with the certificate holder's Approved Aircraft Inspection Program (AAIP).

REGISTRATION NUMBER	AIRCRAFT MAKE/MODEL AND SERIAL NO.
"See the Attached List"	

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Robyn McDonough Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name Title Date

Effective Date: MM/DD/YY

Certificate No.: PAAA001A

FAA Form 8400-8 (10-90)

FIGURE 84-9

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Form Approved OMB No. 2120-00028

D74. RELIABILITY PROGRAM AUTHORIZATION: ENTIRE AIRCRAFT (7/6/87).

The certificate holder is authorized to use the provisions of its maintenance reliability program for the aircraft identified in the following table.

AIRCRAFT MAKE/MODEL/SERIES	DOCUMENT NAME AND NUMBER	DOCUMENT DATE
BOEING 737 200	AVOR AIRLINES RELIABILITY AV-13A	07/10/87
BOEING 737 300	AVOR AIRLINES RELIABILITY AV-13A	07/10/87

a. The program description and the standards for determining maintenance intervals and processes are contained in the certificate holder's document in the table above.

b. The time limitation for the overhaul, inspections, and checks of the aircraft and related systems including appliances and components controlled by the program shall be contained in the certificate holder's COMPUTER PROGRAM DOCUMENT NUMBER AXIS.

FIGURE 84-9-(cont.)

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

Form Approved
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c. If the program document is canceled, the maintenance program shall be completely re-evaluated by the FAA. Maintenance and overhaul time limits shall then be re-established by the operator and approved by the FAA.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Stephen Burkholder Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name	Title	Date

Effective Date: MM/DD/YY D74-2 Certificate No.: PAAA001A
Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-10

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D75. RELIABILITY PROGRAM AUTHORIZATION: AIRFRAME, POWERPLANT, SYSTEMS, OR SELECTED ITEMS (07-06-87).

The certificate holder is authorized to use the provisions of its maintenance reliability program for the airframe, powerplant, systems, or individually selected items identified in the following table.

AIRCRAFT MAKE/MODEL/SERIES	DOCUMENT NAME AND NUMBER	DOCUMENT DATE
BOEING 737 200	AVOR AIRLINE RELIABILITY AV3	06/13/87
PRATT & WHITNEY JT&D	AVOR AIRLINES DOC AV4	06/23/87

a. The program description and the standards for determining maintenance intervals and processes are contained in the certificate holder's document in the table above.

b. Airframe, powerplant, systems, or individually selected items controlled by the reliability document shall be identified by an asterisk (*) or other identifier in the time limitation section of the certificate holder's OpSpecs or other document approved by the Administrator and referenced in the time limitations section.

FIGURE 84-10-(cont.)

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c. If the program document is canceled, the maintenance program shall be completely re-evaluated by the FAA. Maintenance and overhaul time limits shall then be re-established by the operator and approved by the FAA.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Russ Unangst Principal Maintenance Inspector WAO1

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name	Title	Date

Effective Date: MM/DD/YY D75-2 Certificate No.: PAAA001A
Pan American Airlines Inc

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FIGURE 84-11

U.S. Department of Transportation Federal Aviation Administration

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D76. SHORT-TERM ESCALATION AUTHORIZATION (07-06-87).

The certificate holder is authorized to use short-term escalation procedures as follows:

a. Procedures for short-term escalation of maintenance intervals shall be in the certificate holder's manual and are subject to the following limitations:

AIRCRAFT MAKE/MODEL/SERIES	LIMITATIONS
B737 FLEET	AIRCRAFT A&B CHECKS-15 HOURS-TIME-IN-SERVICE AIRCRAFT C CHECKS-50 HOURS-TIME-IN-SERVICE AIRCRAFT D CHECKS-400 HOURS-TIME-IN-SERVICE
MD-80 FLEET	AIRCRAFT 1&2 INSPEC.-15 HOURS-TIME-IN-SERVICE AIRCRAFT 3 INSPEC.-50 HOURS-TIME-IN-SERVICE AIRCRAFT 4 INSPEC.-400 HOURS-TIME-IN-SERVICE

Powerplants and powerplant components or accessories - 10% Not To Exceed 500 hours time-in-service

Airframe components, accessories, and appliances - 10% Not To Exceed 500 hours time-in-service

NOTE: An individual item may be escalated to a higher figure by an extended short-term escalation predicted on justification presented to the assigned FAA principal airworthiness inspector (maintenance or avionics, as applicable) and subject to approval before exceeding the current short-term escalation limitations.

FIGURE 84-11

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D76. SHORT-TERM ESCALATION AUTHORIZATION (07-06-87).

The certificate holder is authorized to use short-term escalation procedures as follows:

a. Procedures for short-term escalation of maintenance intervals shall be in the certificate holder's manual and are subject to the following limitations:

AIRCRAFT MAKE/MODEL/SERIES	LIMITATIONS
B737 FLEET	AIRCRAFT A&B CHECKS-15 HOURS-TIME-IN-SERVICE AIRCRAFT C CHECKS-50 HOURS-TIME-IN-SERVICE AIRCRAFT D CHECKS-400 HOURS-TIME-IN-SERVICE
MD-80 FLEET	AIRCRAFT 1&2 INSPEC.-15 HOURS-TIME-IN-SERVICE AIRCRAFT 3 INSPEC.-50 HOURS-TIME-IN-SERVICE AIRCRAFT 4 INSPEC.-400 HOURS-TIME-IN-SERVICE

Powerplants and powerplant components or accessories - 10% Not To Exceed 500 hours time-in-service

Airframe components, accessories, and appliances - 10% Not To Exceed 500 hours time-in-service

NOTE: An individual item may be escalated to a higher figure by an extended short-term escalation predicted on justification presented to the assigned FAA principal airworthiness inspector (maintenance or avionics, as applicable) and subject to approval before exceeding the current short-term escalation limitations.

FIGURE 84-12

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D77. MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION: FOR ENTIRE AIRCRAFT (07-06-87).

The certificate holder is authorized to use the provisions of the contractual agreement listed in the following table for the maintenance of the aircraft listed in accordance with the contractor's approved continuous maintenance program.

CONTRACTOR	CONTRACT NO./DATE	AIRCRAFT MAKE/ MODEL/SERIES	RELIABILITY PROGRAM NAME/NO./DATE
STORM AIRLINE, INC.	136/7-15-87	BOEING 727-200	STORM/ST85/5-16-86
	137/7-15-87	DOUG DC9-81,82	STORM/ST87/5-20-86
	138/7-15-87	DOUG D3-73F	STORM/ST87/5-20-86

a. The certificate holder is authorized to participate in the contractor's reliability program, identified in the table above with the certificate holder's aircraft included in the contractor's fleet for the purpose of that program. Maintenance intervals and assignment of maintenance processes are controlled by that program.

b. The certificate holder shall ensure that each component, system, and structure unique to its aircraft is accounted for in the certificate holder's or the contractor's maintenance program.

c. Each maintenance contract must provide that all maintenance records applicable to the certificate holder's aircraft shall be maintained by the contractor at the maintenance bases identified in the agreements and the certificate holder's manual.

d. The certificate holder shall forward each maintenance record generated during the term of the agreement to the contractor for inclusion in the records of the certificate holder's aircraft. The certificate holder shall retain a copy of these maintenance records in its files for each aircraft.

FIGURE 84-12-(cont.)

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e. The certificate holder shall determine that all replacement components, other than those provided by the contractor which are common to the above-listed aircraft and the contractor's fleet, are evaluated by the contractor to ensure they meet the contractor's standards.

f. Administration of these agreements and related policies and procedures, including those pertaining to the control of maintenance interval lists, shall be included in the certificate holder's manual.

g. This agreement provides for the contractor to perform ALL SCHEDULED MAINTENANCE ABOVE THE "A" CHECK, including structural inspection, powerplant shop maintenance in accordance with the contractor's methods, standards, and procedures.

h. The contractor shall provide the certificate holder with a current copy of the publication and documents relating to the contractor's maintenance program as listed in that agreement and revisions. All maintenance performed by the certificate holder shall be in accordance with those publications and documents.

i. The authorization for the certificate holder's contractual maintenance arrangements shall be subject to re-evaluation by the FAA if any of the following situations occur:

(1) The certificate holder's contractual arrangements are canceled or altered.

FIGURE 84-12-(cont.)

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e. The certificate holder shall determine that all replacement components, other than those provided by the contractor which are common to the above-listed aircraft and the contractor's fleet, are evaluated by the contractor to ensure they meet the contractor's standards.

f. Administration of these agreements and related policies and procedures, including those pertaining to the control of maintenance interval lists, shall be included in the certificate holder's manual.

g. This agreement provides for the contractor to perform ALL SCHEDULED MAINTENANCE ABOVE THE "A" CHECK, including structural inspection, powerplant shop maintenance in accordance with the contractor's methods, standards, and procedures.

h. The contractor shall provide the certificate holder with a current copy of the publication and documents relating to the contractor's maintenance program as listed in that agreement and revisions. All maintenance performed by the certificate holder shall be in accordance with those publications and documents.

i. The authorization for the certificate holder's contractual maintenance arrangements shall be subject to re-evaluation by the FAA if any of the following situations occur:

(1) The certificate holder's contractual arrangements are canceled or altered.

FIGURE 84-13

U.S. Department of Transportation
Federal Aviation Administration

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D78. MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION: FOR SPECIFIC MAINTENANCE (07-06-87).

The certificate holder is authorized to use the provisions of the contractual agreements listed in the following table. Maintenance is limited to those functions listed for the contractor in subparagraph f.

Table 1

CONTRACTOR	CONTRACT NO./DATE	AIRCRAFT MAKE/ MODEL/SERIES	POWERPLANT MAKE/MODEL/SERIES
AJAX AIRLINE	32/07-04-87	BOEING 747-200	P&W JT9D-(ALL)
BORON AIRLINE, INC	B47/07-17-87	DOUG DC9-51	P&W JT8D-17
SHARON AIRLINE CO.	21/07-13-87	SNIAS M-298	P&W PT6A-45A

a. All maintenance accomplished under this authorization shall be in accordance with the contractor's approved maintenance program.

b. The contractor shall provide the certificate holder with a current copy of the publications and documents relating to the contractor's maintenance as listed in that agreement and revisions.

c. Maintenance records applicable to work performed under the terms of this agreement shall be maintained by the respective contractor at the maintenance facilities identified in the contract agreement and the certificate holder's manual.

d. The certificate holder shall maintain a copy of all maintenance records of work performed by the contractor.

e. Administration of this agreement and related policies and procedures, including those pertaining to the control of maintenance interval limits shall be included in the certificate holder's manual.

FIGURE 84-13-(cont.)

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f. The agreements identified in table 1 provide for the performance of the following maintenance functions:

Table 2

CONTRACTOR	MAINTENANCE FUNCTION
AJAX AIRLINE	HOT SECTION INSPECTION (HSI) ENGINE HEAVY MAINTENANCE (EHM)
BORON AIRLINE, INC	HOT SECTION INSPECTION (HSI) ENGINE HEAVY MAINTENANCE (EHM)
SHARON AIRLINE CO.	HOT SECTION INSPECTION (HSI) ENGINE HEAVY MAINTENANCE (MODULAR-E)

g. In the event this arrangement is canceled, altered, or if the contractor should cease for any reason to provide the services contracted for, the entire program is subject to re-evaluation by FAA.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

James Montgomery Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name Title Date

Effective Date: MM/DD/YY D78-2 Certificate No.: PAAA001A

Pan American Airlines Inc

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FIGURE 84-14

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D79. RELIABILITY PROGRAM CONTRACTUAL ARRANGEMENT AUTHORIZATIONS (07-06-87).

The certificate holder is authorized to participate in the following reliability program in accordance with the provisions of the contractual agreements identified in the following table.

CONTRACTOR	CONTRACT NO./DATE	AIRCRAFT/POWERPLANT MAKE/MODEL/SERIES	RELIABILITY PROGRAM NAME/NO./DATE
SAVOR AIRLINE, INC	6/7-15-87	DOUG DC9-81	SAVOR-SA37-7/03/86
AJAX AIRLINE	17/7-30-87	P&W JT9D-(ALL)	AJAX-AN3-11/13/85

a. The certificate holder's aircraft may be included in the contractor's fleet for the purpose of the reliability program identified in the Table above.

b. Maintenance intervals and assignment of maintenance processes shall be controlled by the contractor's reliability program.

c. The authorization for the certificate holder's contractual arrangements shall be subject to re-evaluation by the FAA if any of the following situations occur:

(1) The certificate holder's contractual arrangements are canceled or altered.

(2) The contractor's reliability program is canceled.

(3) The contractor ceases to operate that specific make/model aircraft or engine.

(4) The contractor should cease to provide the contracted service for any reason.

(5) The contractor's certificate is amended, suspended, revoked, or otherwise terminated.

FIGURE 84-14-(cont.)

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(6) When a change in either the operator's or contractor's operational environment adversely affects operational data.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Russ Unangst Principal Maintenance Inspector WAO1

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

John Jones Vice President - Maintenance Date:_____

Effective Date: MM/DD/YY D79-2 Certificate No.: PAAA001A
Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-15

U.S. Department of Transportation Federal Aviation Administration

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D80. LEASED AIRCRAFT MAINTENANCE PROGRAM AUTHORIZATIONS: U.S.-REGISTERED AIRCRAFT (07-06-87).

a. The certificate holder is authorized to maintain the aircraft listed in table 1 in accordance with the lessor's approved maintenance program for the specific make, model, and series aircraft and lease agreements identified in table 1, except as provided for in subparagraph b.

Table 1

AIRCRAFT MAKE/MODEL/SERIES	REG. NUMBER	LESSOR	LEASE DATE
BOEING 747-300	N 1457	LYTTLE AIRLINES INC	07/07/87
BOEING 727-200	N 654	THERMO AIRLINES	07/14/87

a. The items listed in Table 2 will be maintained in accordance with the certificate holder's (lessee) approved maintenance program.

FIGURE 84-15-(cont.)

U.S. Department of Transportation
Federal Aviation Administration

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Table 2

AIRCRAFT MAKE/MODEL/SERIES	ITEMS
BOEING 747-300	1. Life rafts, life vest, slides 2. Preflight inspections 3. "A" checks
BOEING 727-200	1. Life rafts, life vest, slides 2. Preflight inspections

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Russ Unangst Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name Title Date

Effective Date: MM/DD/YY D80-2 Certificate No.: PAAA001A
Pan American Airlines Inc

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FIGURE 84-16

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D81. PARTS POOL AGREEMENT AUTHORIZATION: (07-06-87).

The certificate holder is authorized to participate in a parts pool agreement subject to the following conditions and limitations:

a. Only the parts pool participants listed in the table below shall be eligible to provide parts to the certificate holder.

PARTICIPANT	LOCATION
AER LINGUS	DUBLIN, IRELAND
AIR CANADA	MONTREAL, CANADA
QUANTAS	SYDNEY, AUSTRALIA

b. The certificate holder shall not use any part provided by any participant identified herein unless that part complies with applicable provision of the Federal Aviation Regulations and the certificate holder's manual.

c. Administration of this agreement, related policies, and maintenance procedures, including those procedures pertaining to the control over subsequent revisions of maintenance data by the foreign air carrier, shall be included in the certificate holder's manual.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Pennie Thompson **Principal Avionics Inspector** **WAC1**

3. Date Approval is effective: MM/DD/YY **Amendment No.: ___**

4. I hereby accept and receive the Operations Specifications in this paragraph.

John Jones **Vice President - Maintenance** **Date:_____**

FIGURE 84-17

U.S. Department of Transportation Federal Aviation Administration

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D82. PRORATED TIME AUTHORIZATION: (11-15-87).

The certificate holder is authorized to use the aircraft listed in the following table for which prorated items have been established.

a. Each aircraft, including its installed powerplants, propellers, and appliances shall be maintained in accordance with the adjusted time identified in the certificate holder's document listed in the table below.

AIRCRAFT MAKE/MODEL/SERIES	REGISTRATION NUMBER	SERIAL NUMBER	PRORATION NUMBER	DOCUMENT DATE
BOEING 707-321	N945	132543	HA45	7/15/87
DOUG DC8-51	N1354	362057	HA46	7/16/87

b. This authorization remains in effect until the aircraft, its powerplants, propellers, and appliances are inspected and/or overhauled on or before the adjusted time limits listed in the proration document. Thereafter, the aircraft and its powerplants, propellers, and appliances shall be maintained in accordance with the certificate holder's maintenance program and approved time limits.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

James Green **Principal Maintenance Inspector** **WA01**

3. Date Approval is effective: MM/DD/YY **Amendment No.: ___**

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name	Title	Date

FIGURE 84-18

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D83. PARTS BORROWING AUTHORIZATION: (7-06-87).

The certificate holder, in time of need, is authorized to use a borrowed part in accordance with the following conditions and limitations:

a. The borrowed part must be obtained form a certificated Part 121 or Part 135 operator maintaining aircraft under a continuous airworthiness maintenance program.

b. A borrowed part having a higher time-in-service since overhaul that the certificate holder's approved overhaul time limit may be used as follows:

(1) The part must have at least 200 hours time-in-service remaining until overhaul (or 100 landings if the overhaul time limit is controlled by landings) in relation to the lender's overhaul time limit.

(2) The part may be used for a time period not to exceed 100 hours time-in-service (or 50 landings if the overhaul time limit is controlled by landings).

FIGURE 84-18-(cont.)

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c. The certificate holder shall not use a "life-limited" borrowed part beyond its approved life limit.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Al Michaels Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

John Jones Vice President - Maintenance Date:_____

Effective Date: MM/DD/YY D83-2 Certificate No.: PAAA001A
Pan American Airlines Inc

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FIGURE 84-19

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D84. SPECIAL FLIGHT PERMIT WITH CONTINUOUS AUTHORIZATION TO CONDUCT FERRY FLIGHTS : (7/06/87).

The certificate holder is authorized to conduct ferry flights using a special flight permit with continuous authorization.

a. This special flight permit with continuous authorization is the certificate holder's authorization to fly any aircraft on its Aircraft List which may not meet applicable airworthiness requirements but is capable of safe flight to a base where the necessary maintenance can be performed.

b. A copy of this operation specification, or appropriate sections of the certificate holder's manual which restate this permit, shall be carried on board the aircraft when operating under a special flight permit.

c. Before operating an aircraft that does not meet applicable airworthiness requirements, the certificate holder shall determine that the aircraft can safely be flown to a station where maintenance or alterations can be performed. The certificate holder shall have the aircraft inspected or evaluated according to procedures in its manual and have a certificated mechanic or repairman certify in the aircraft record that the aircraft is in a safe condition for the flight as specified in the operator's manual. A certificated repairman may certify only for the work appropriate to the job for which he or she is employed.

d. Only flight crewmembers and persons essential to operations of the aircraft shall be carried aboard during ferry flights where the aircraft flight characteristics may have been appreciably changed or its operation in flight substantially affected.

e. The operating weight of the aircraft must be the minimum necessary for the flight with necessary reserve fuel load.

FIGURE 84-19-(cont.)

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f. Flight shall be conducted according to appropriate special condition or limitations in CHAPTER 3, SECTION 13 OF THE CERTIFICATE HOLDER'S MANUAL.

g. This authorization does not permit operation of a product to which an AD applies except in accordance with the requirements of that AD.

h. Aircraft involved in an accident or incident may not be ferried before it is released by the NTSB and the FAA is notified.

i. The certificate holder shall impose any further conditions or limitations necessary for safe flight.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

James Green | Principal Maintenance Inspector | WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

John Jones | Vice President - Maintenance | Date:_____
Name | Title | Date

Effective Date: MM/DD/YY D84-2 Certificate No.: PAAA001A
Pan American Airlines Inc

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FIGURE 84-20

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D85. AIRCRAFT LISTING (7-06-87).

a. The certificate holder is authorized to conduct operations under Part 121 using the aircraft identified on this operations specification or on the attached current aircraft listing.

SEE THE ATTACHED LIST

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Al Michaels Principal Maintenance Inspector WAC1

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name	Title	Date

FIGURE 84-21

U.S. Department of Transportation
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D85. AIRCRAFT LISTING (7-06-87).

b. The certificate holder is authorized to conduct operations under Part 135 using the aircraft identified on this operations specification or on the attached current aircraft listing.

TYPE	REG. NO	SERIAL NO.
BEECH 200	N5437AN	A200-5321C
CESSNA 421C	N3789F	421C-139874AX
CESSNA 441	N13NA	441-0039601

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

James Green Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

John Jones Vice President - Maintenance Date:_____

Effective Date: MM/DD/YY D85-1 Certificate No.: PAAA001A
Pan American Airlines Inc

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FIGURE 84-22

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D86. MAINTENANCE PROGRAM AUTHORIZATION FOR TWO-ENGINE AIRPLANES USED IN EXTENDED-RANGE OPERATION (07-06-87).

The certificate holder is authorized to use the airplane listed in table 1 below in extended-range operations subject to the conditions and limitations of these OpSpecs.

TABLE 1

AIRCRAFT/POWERPLANT MAKE/MODEL/SERIES	REG. NO.	DIVERSION TIME (MIN)	
		MEAN	MAXIMUM
BOEING 767 223 ER CF6 80A	N767	90	120
BOEING 737 200 JT8D 7	N737	90	120
AIRBUS A310 300 JT9D 7R4	N630	N/A	75

a. A separate reliability reporting system must be established for the extended-range fleet.

b. The certificate holder shall continually assess the propulsion and airframe systems reliability within the extended range fleet in accordance with the progress identified in Table 2.

c. Items controlled by these programs shall be identified in the certificate holder's manual.

Table 2

AIRCRAFT/POWERPLANT MAKE/MODEL/SERIES	PROGRAM NUMBER	PROGRAM NAME	PROGRAM DATE
BOEING 767 223 ER CF6 80A	AJ 2317 AJ 178	RELIABILITY PROGRAM POWERPLANT CONDITION MONITORING PROGRAM	7/02/88 7/02/88
BOEING 737 200 JT8D 7	BG 479 BG 135	RELIABILITY PROGRAM POWERPLANT CONDITION MONITORING PROGRAM	4/07/88 4/07/88
AIRBUS A310 300 JT9D 7R4	AB 78 AB 84	RELIABILITY PROGRAM POWERPLANT CONDITION MONITORING PROGRAM	6/25/88 6/25/88

FIGURE 84-22-(cont.)

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d. The airplanes must meet all requirements for configuration, maintenance, and procedures (CMP) for extended-range operations; as specified in the manufacturer's document or applicable FAA approved configuration, maintenance, and procedures document; and the current and subsequent FAA approved amendments identified in Table 3.

Table 3

AIRCRAFT/POWERPLANT MAKE/MODEL/SERIES	MANUFACTURER'S DOCUMENT		
	NAME	NUMBER	DATE
767 223 ER CF6 80A	BOEING	D6T11604	8/16/85
737 200 JT8D 7	BOEING	D6T11604	4/02/86
A310 300 JT9D 7R4	AIRBUS INDUSTRIES	AI EA3001	5/30/87

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Al Michaels Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name Title Date

Effective Date: MM/DD/YY D86-2 Certificate No.: PAAA001A

Pan American Airlines Inc

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FIGURE 84-23

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Form Approved OMB No. 2120-00028

D87. MAINTENANCE PROGRAM AUTHORIZATION FOR LEASED FOREIGN-REGISTERED AIRCRAFT OPERATED BY U.S. AIR CARRIERS (07-06-87).

The certificate holder is authorized to maintain the leased foreign registered aircraft listed below, subject to the conditions and limitations of this operations specification.

Table 1

FOREIGN AIR CARRIER	AIRCRAFT MAKE/MODEL/SERIES	IDENTIFICATION/ REGISTRATION NO.	LEASE DATE	MAINTENANCE PROGRAM REV. NO./DATE
(1) SWISS AIR (KSSU)	DOUG DC10 30	X-ALY	7-6-87	7 / 7-10-87
(2) ROYAL DUTCH AIRLINES (KLM) (KSSU)	DOUG DC10 30	KBAC	7-6-87	7 / 7-10-87

a. The certificate holder is authorized to adopt the foreign air carrier's maintenance programs, for the aircraft identified above, as it's own program.

b. Each aircraft listed shall be maintained in accordance with the certificate holder's maintenance programs identified in a. above.

c. Differences and/or exceptions to the maintenance programs identified above are listed in subparagraph h.

d. All revisions to the maintenance programs identified above must be approved on an individual basis by amending this operations specification paragraph.

e. The aircraft lease agreement identified in the preceding table shall not be contrary to these OpSpecs, the certificate holder's maintenance program or the Federal Aviation Regulations.

FIGURE 84-23-(cont.)

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f. All maintenance shall be recorded in accordance with the certificate holder's approved program (supplemented as necessary to meet the foreign certifying country's continuing requirements to validate the foreign certificate of airworthiness if applicable).

g. Weight and balance control shall be accomplished in accordance with the certificate holder's approved weight and balance program.

h. The differences and/or exceptions to the certificate holder's maintenance program for its foreign-registered aircraft are identified below and will be maintained in accordance with the certificate holder's maintenance program.

Table 2

ATA CHAPTER	PRIMARY MAINTENANCE PROCESS	INSPECTION AND CHECK PERIOD	OTHER
(1) ATA 25. EMERGENCY EQUIPMENT			
Slide Rafts	OC	ABCDE	Repack 24 months or if seal is broken
Life Preservers	OC	ABCDE	Repack 24 months
First Aid Kit	OC	ABCDE	Check contents 12 months
Emergency Medical Kit	OC	ABC	Check contents 12 months
Survival Kit	OC	ABC	Check 24 months
(2) ATA 25. EMERGENCY EQUIPMENT			
Slide Rafts	OC	ABCDE	Repack 24 months or if seal is broken
Life Preservers	OC	ABCDE	Repack 24 months
First Aid Kit	OC	ABCDE	Check contents 12 months
Emergency Medical Kit	OC	ABC	Check contents 12 months
Survival Kit	OC	ABC	Check 24 months

Effective Date: MM/DD/YY D87-2 Certificate No.: PAAA001A

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FIGURE 84-23-(cont.)

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i. In the event the aircraft lease agreement between Foreign Air Carrier and certificate holder is terminated by either party, this authorization will terminate effective on the same day.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

William Rau Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name Title Date

Effective Date: MM/DD/YY D87-3 Pan American Airlines Inc Certificate No.: PAAA001A

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FIGURE 84-24

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Federal Aviation Administration

Operations Specifications

Form Approved
OMB No. 2120-00028

D88. MAINTENANCE TIME LIMITATIONS (11/15/88).

a. The certificate holder is authorized to use the Maintenance Time Limitations specified in the manual/document for the aircraft listed in the table below.

AIRCRAFT MAKE/MODEL/SERIES	MANUAL/DOCUMENT NAME & NUMBER	MANUAL/DOCUMENT DATE
DOUG DC10 30	GENERAL MAINTENANCE MANUAL AAC 3120 VOL 3, CHAPTER 16	11/03/85
BOEING 727 200	MAINTENANCE TIME LIMITATIONS DOCUMENT OF 7439	3/06/87

b. Each change to an item not controlled by the certificate holder's reliability program must be FAA approved.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

John Ousley Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

John Jones Vice President - Maintenance Date:_____

Effective Date: MM/DD/YY D88-1 Certificate No.: PAAA001A
Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-25

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

Form Approved
OMB No. 2120-00028

D88. MAINTENANCE TIME LIMITATIONS (11/15/88).

a. The certificate holder is authorized to use the Maintenance Time Limitations specified in the manual/document for the aircraft listed in the table below.

AIRCRAFT MAKE/MODEL/SERIES	MANUAL/DOCUMENT NAME & NUMBER	MANUAL/DOCUMENT DATE
	SEE ATTACHED LIST	

b. Each change to an item not controlled by the certificate holder's reliability program must be FAA approved.

1. The Certificate Holder applies for the Operations Specifications in this paragraph.

2. Supporting information reference: Maintenance Document AFG-3619, dated 09/09/90

3. These Operations Specifications are approved by direction of the Administrator

Pennie Thompson **Principal Avionics Inspector** **WA01**

4. Date Approval is effective: MM/DD/YY **Amendment No.: ___**

5. I hereby accept and receive the Operations Specifications in this paragraph.

John Jones **Vice President - Maintenance** **Date:_____**

FIGURE 84-26

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

Form Approved
OMB No. 2120-00028

D89. MAINTENANCE TIME LIMITATIONS SECTION (10/05/90).

a. The certificate holder is authorized to use the Maintenance Time Limitations specified in the manual/document for the aircraft listed in the Table below, or listed in a document(s) which is an attachment to this paragraph:

AIRCRAFT MAKE/MODEL/SERIES	MANUAL/DOCUMENT NAME & NUMBER	MANUAL/DOCUMENT DATE
DOUG DC10 30	GENERAL MAINTENANCE MANUAL AAC 3120 VOL 3, CHAPTER 16	11/03/85
BOEING 727 200	MAINTENANCE TIME LIMITATIONS DOCUMENT OF 7439	3/06/87

b. Each change to an item must be FAA approved.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

James Green **Principal Maintenance Inspector** **WA01**

3. Date Approval is effective: MM/DD/YY **Amendment No.: ___**

4. I hereby accept and receive the Operations Specifications in this paragraph.

John Jones **Vice President - Maintenance** **Date:_____**

Effective Date: MM/DD/YY D89-1 **Certificate No.: PAAA001A**
Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-27

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

Form Approved
OMB No. 2120-00028

D89. MAINTENANCE TIME LIMITATIONS SECTION (10/05/90).

a. The certificate holder is authorized to use the Maintenance Time Limitations specified in the manual/document for the aircraft listed in the Table below, or listed in a document(s) which is an attachment to this paragraph:

AIRCRAFT MAKE/MODEL/SERIES	MANUAL/DOCUMENT NAME AND NUMBER	MANUAL/DOCUMENT DATE
	SEE ATTACHED LIST	

b. Each change to an item must be FAA approved.

1. The Certificate Holder applies for the Operations Specifications in this paragraph.

2. Supporting information reference: Maintenance Document AFG-3619, dated 09/09/90

3. These Operations Specifications are approved by direction of the Administrator

Stephen Burkholder **Principal Maintenance Inspector** **WAC1**

4. Date Approval is effective: MM/DD/YY **Amendment No.: ___**

5. I hereby accept and receive the Operations Specifications in this paragraph.

John Jones **Vice President - Maintenance** **Date:_____**

FIGURE 84-28

U.S. Department of Transportation
Federal Aviation Administration

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OMB No. 2120-00028

D90. COORDINATING AGENCIES FOR SUPPLIERS EVALUATION (C.A.S.E.) (12/07/90)

The certificate holder is authorized to utilize C.A.S.E. as a means of qualifying a vendor for services, parts, and materials to satisfy the requirements of section 121.373 or 135.431.

a. C.A.S.E. activities shall be conducted in accordance with the most current revision of the C.A.S.E. air carrier section policy and procedures manual and the certificate holder's manual system. Contents of the C.A.S.E. manual shall not conflict with the FAR or the certificate holder's manual system.

b. The certificate holder retains primary responsibility for the airworthiness of parts and material processed through any approved vendor or contractor approved for use by the certificate holder and for services rendered to the certificate holder.

c. Should the air carrier section of C.A.S.E. cease to exist or function or should the certificate holder cease to maintain an active sustaining membership, this authorization is canceled.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Pennie Thompson Principal Avionics Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name Title Date

Effective Date: MM/DD/YY D90-1 Certificate No.: PAAA001A
Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-29

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

Form Approved OMB No. 2120-00028

D95. MINIMUM EQUIPMENT LIST AUTHORIZATION (12/07/90). The certificate holder is authorized to use an approved Minimum Equipment List (MEL) for the aircraft listed in paragraph A3 of these OpSpecs provided the conditions and limitations of this paragraph are met.

a. Maximum Times Between Deferral and Repair. Except as provided in subparagraph c, the certificate holder shall have items repaired within the time intervals specified for the categories of items listed below:

(1) Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the certificate holder's approved MEL.

(2) Category B. Items in this category shall be repaired within 3 consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(3) Category C. Items in this category shall be repaired within one hundred twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

(4) Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

b. MEL Management Program. The certificate holder shall develop and maintain a comprehensive program for managing the repair of items listed in the approved MEL. The certificate holder shall include in a document or its manual a description of the MEL management program. The MEL management program must include at least the following provisions:

FIGURE 84-29-(cont.)

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(1) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

(2) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

(3) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

(4) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.

(5) Procedures for controlling the extensions to specified maximum repair intervals as permitted by subparagraph c, to include the limit of the extension, documentation of the reason for the extension, and the procedures to be used for authorizing extensions.

c. The certificate holder is authorized to use a continuing authorization to approve extensions to the maximum repair interval for category B and C items as specified in the approved MEL provided the responsible Flight Standards District Office is notified within 24 hours of any extension approval. The certificate holder is not authorized to approve any extensions to the maximum repair interval for category A and D items as specified in the approved MEL. The Flight Standards District Office may deny the use of this continuing authorization if abuse is evident.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

Russ Unangst **Principal Maintenance Inspector** **WA01**

3. Date Approval is effective: MM/DD/YY **Amendment No.: ___**

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name	Title	Date

Effective Date: MM/DD/YY D95-2 **Certificate No.: PAAA001A**
Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-30

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

Form Approved OMB No. 2120-00028

D95. MINIMUM EQUIPMENT LIST AUTHORIZATION (12/07/90). The certificate holder is authorized to use an approved Minimum Equipment List (MEL) provided the conditions and limitations of this paragraph are met. The certificate holder shall not use an MEL for any aircraft that is not specifically authorized by this paragraph.

a. Authorized Aircraft. The certificate holder is authorized to use an approved MEL for the aircraft listed below.

AIRCRAFT MAKE/MODEL/SERIES	
DeHavilland	DHC-6
Cessna	Series
Piper PA-31	Series

b. Maximum Times Between Deferral and Repair. Except as provided in subparagraph d, the certificate holder shall have items repaired within the time intervals listed below:

(1) Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the certificate holder's approved MEL.

(2) Category B. Items in this category shall be repaired within 3 consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(3) Category C. Items in this category shall be repaired within 10 consecutive calendar days (240) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(4) Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880) hours, excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

FIGURE 84-30-(cont.)

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

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c. MEL Management Program. The certificate holder shall develop and maintain a comprehensive program for managing and the repair of items listed in the approved MEL. The certificate holder shall include in its manual a description of the MEL management program. The MEL management program must include at least the following provisions:

(1) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

(2) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

(3) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

(4) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.

(5) Procedures for controlling extensions to specified maximum repair intervals as permitted by subparagraph d, to include the limit of the extension, documentation of the reason for the extension, and the procedures to be used for the authorizing extensions.

FIGURE 84-30-(cont.)

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

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d. The certificate holder is authorized to use a continuing authorization to approve extensions to the maximum repair interval for category B and C items as specified in the approved MEL provided the responsible Flight Standards District Office is notified within 24 hours of any extension approval. The certificate holder is not authorized to approve any extensions to the maximum repair interval for category A items as specified in the approved MEL. The Flight Standards District Office may deny the use of this continuing authorization if abuse is evident.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

William Eyre Principal Maintenance Inspector WAC1

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

John Jones Vice President - Maintenance Date:_____

FIGURE 84-31

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PART E - WEIGHT AND BALANCE

FIGURE 84-32

U.S. Department of Transportation
Federal Aviation Administration

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E96. WEIGHT AND BALANCE CONTROL PROCEDURES (07/06/87).

The following procedures have been established to maintain control of weight and balance of the certificate holder's aircraft operated under the terms of these specifications (identified below) and to ensure that these aircraft are loaded within the gross weight and center of gravity limitations:

a. Procedures by which either actual or approved average passenger and crew weights may be used are in the operator's weight and balance control program.

b. Procedures by which either actual or approved average baggage weights may be used are in the operator's weight and balance control program.

c. The actual passenger and baggage weights shall be used in computing the weight and balance of charter flights and other special service involving the carriage of special groups.

d. All aircraft shall be weighed in accordance with the procedures for establishing individual or fleet aircraft weights outlined in the operator's weight and balance control program.

e. The following loading schedules and instructions shall be used for routine operations:

FIGURE 84-32

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

Form Approved
OMB No. 2120-00028

E96. WEIGHT AND BALANCE CONTROL PROCEDURES (07/06/87).

The following procedures have been established to maintain control of weight and balance of the certificate holder's aircraft operated under the terms of these specifications (identified below) and to ensure that these aircraft are loaded within the gross weight and center of gravity limitations:

a. Procedures by which either actual or approved average passenger and crew weights may be used are in the operator's weight and balance control program.

b. Procedures by which either actual or approved average baggage weights may be used are in the operator's weight and balance control program.

c. The actual passenger and baggage weights shall be used in computing the weight and balance of charter flights and other special service involving the carriage of special groups.

d. All aircraft shall be weighed in accordance with the procedures for establishing individual or fleet aircraft weights outlined in the operator's weight and balance control program.

e. The following loading schedules and instructions shall be used for routine operations:

FIGURE 84-33

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

Form Approved OMB No. 2120-00028

E96. WEIGHT AND BALANCE CONTROL PROCEDURES (11/15/88).

The following procedures have been established to maintain control of weight and balance of the certificate holder's aircraft operated under the terms of these specifications (identified below) and to ensure that these aircraft are loaded within the gross weight and center of gravity limitations:

a. Procedures by which either actual or approved average passenger and crew weights may be used are in the operator's weight and balance control program.

b. Procedures by which either actual or approved average baggage weights may be used are in the operator's weight and balance control program.

c. The actual passenger and baggage weights shall be used in computing the weight and balance of charter flights and other special service involving the carriage of special groups.

d. All aircraft shall be weighed in accordance with the procedures for establishing individual or fleet aircraft weights outlined in the operator's weight and balance control program.

e. The following loading schedules and instructions shall be used for routine operations:

FIGURE 84-33-(cont.)

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Form Approved OMB No. 2120-00028

AIRCRAFT MAKE/MODEL/SERIES	TYPE OF LOADING SCHEDULE	LOADING SCHEDULE INSTRUCTIONS	WEIGHT AND BALANCE CONTROL PROCEDURES
PIPER PA31 SERIES	INDEX	COMPANY GENERAL OPERATION'S MANUAL CH.8	COMPANY GENERAL OPERATION'S MANUAL CH.8
PIPER PA31P	TABULAR	WEIGHT & BALANCE CONTROL MANUAL NO.AFC-9	WEIGHT & BALANCE CONTROL MANUAL NO.AFC-9
CESSNA T210 SERIES	--	--	ACTUAL WEIGHTS WEIGHT & BALANCE CONTROL MANUAL AFC-10
CESSNA 182 SERIES	--	--	ACTUAL WEIGHTS GENERAL MANUAL CHAPTER 9

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

William Eyre Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name Title Date

Effective Date: MM/DD/YY E96-2 Certificate No.: PAAA001A

Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-33-(cont.)

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

Form Approved OMB No. 2120-00028

AIRCRAFT MAKE/MODEL/SERIES	TYPE OF LOADING SCHEDULE	LOADING SCHEDULE INSTRUCTIONS	WEIGHT AND BALANCE CONTROL PROCEDURES
PIPER PA31 SERIES	INDEX	COMPANY GENERAL OPERATION'S MANUAL CH.8	COMPANY GENERAL OPERATION'S MANUAL CH.8
PIPER PA31P	TABULAR	WEIGHT & BALANCE CONTROL MANUAL NO.AFC-9	WEIGHT & BALANCE CONTROL MANUAL NO.AFC-9
CESSNA T210 SERIES	--	--	ACTUAL WEIGHTS WEIGHT & BALANCE CONTROL MANUAL AFC-10
CESSNA 182 SERIES	--	--	ACTUAL WEIGHTS GENERAL MANUAL CHAPTER 9

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator

William Eyre Principal Maintenance Inspector WA01

3. Date Approval is effective: MM/DD/YY Amendment No.: ___

4. I hereby accept and receive the Operations Specifications in this paragraph.

Name Title Date

Effective Date: MM/DD/YY E96-2 Certificate No.: PAAA001A

Pan American Airlines Inc

FAA Form 8400-8 (10-90)

FIGURE 84-35

COMPANY LETTER HEAD

MAINTENANCE TIME LIMITATIONS
ABBREVIATIONS & DEFINITIONS
(AIRCRAFT MAKE AND MODEL)

PART D

1. All references to days and months are considered Calendar days and months as applicable.

BET: Bench Test
CLN: Clean
CM : Condition Monitoring
DIS: Detailed Inspection
DRN: Drain
EC : Engine Change
EO : Engine Overhaul
FCK: Functional Check
HMV: Heavy Maintenance Visit
HT : Hard Time
LUB: Lube
M : Calendar Months
OC : On Condition
OCK: Operational Check
OVH: Overhaul
RAR: Remove and Replace
ROC: Readout
RPL: Replenish
SC : Service Check
SI : Structural Inspection
STS: Self Test
SVC: Service
TAA: Test and Adjust
ULT: Ultimate Finite
VCK: Visual Check
VIS: Visual Inspection
VSW: Voltage Standing Wave Radio

NOTE: Some deficiencies need an explanation, such as bench check, functional check, visual check, visual inspection, detailed inspection, overhaul, etc.

FIGURE 84-35-(cont.)

COMPANY LETTER HEAD

MAINTENANCE TIME LIMITATIONS
CHECKS AND INSPECTIONS
(AIRCRAFT MAKE AND MODEL)

PART D

INSPECTION/CHECK REQUIREMENTS:

Check shall be accomplished in accordance with applicable procedures as listed in the Maintenance Manual.

"SC" Service Check:
A service check shall be performed at intervals not exceeding ___ hours-time in service.

"A" INSPECTION/CHECK:
The "A" Inspection/Check shall be performed at intervals not exceeding ___ hours aircraft time in service or _____ months whichever occurs first since the last "A", "B", "C", "D", or "E" check in accordance with applicable procedures in Maintenance Manual Section _____.

"B" INSPECTION/CHECK:
The "B" Inspection/Check shall be performed at intervals not exceeding ____ hours aircraft time in service or _____ months whichever occurs first since the last "B", "C", "D", or "E" check in accordance with applicable procedures in Maintenance Manual Section _____.

"C" INSPECTION/CHECK:
The "C" Inspection/Check shall be performed at intervals not exceeding ____ hours aircraft time in service or _____ months whichever occurs first since the last "C", "D", or "E" check in accordance with applicable procedures in Maintenance Manual Section _____.

"D" INSPECTION/CHECK
The "D" Inspection/Check shall be performed at intervals not exceeding _____ hours time in service or _____ months whichever occurs first since the last "D" or "E" check in accordance with applicable procedures in Maintenance Manual Section _____.

"E" INSPECTION/CHECK
The "E" Inspection/Check shall be performed at intervals not exceeding _____ hours aircraft time in service or _____ months whichever occurs first since the last "E" check in accordance with applicable procedures in Maintenance Manual Section _____.

FIGURE 84-35-(cont.)

COMPANY LETTER HEAD

MAINTENANCE TIME LIMITATIONS
CHECKS AND INSPECTIONS
(AIRCRAFT MAKE AND MODEL)

PART D

STRUCTURAL INSPECTIONS

5000 FLIGHT STRUCTURAL INSPECTION shall be performed at intervals not exceeding 5000 flights until 20,000 flights and thereafter at 3000 flights.

1200 HOUR STRUCTURAL INSPECTION shall be performed at intervals not exceeding 1200 hours time in service or 6 months, whichever occurs first, since the last 1200 Hour Structural Inspection.

2400 HOUR STRUCTURAL INSPECTION shall be performed at intervals not exceeding 2400 hours time in service or 12 months, whichever occurs first, since the last 2400 Hour Structural Inspection.

3600 HOUR STRUCTURAL INSPECTION shall be performed at intervals not exceeding 3600 hours time in service or 18 months, whichever occurs first, since the last 3600 Hour Structural Inspection.

4800 HOUR STRUCTURAL INSPECTION shall be performed at intervals not exceeding 4800 hours time in service or 24 months, whichever occurs first, since the last 4800 Hour Structural Inspection.

9600 HOUR STRUCTURAL INSPECTION shall be performed at intervals not exceeding 9600 hours time in service or 48 months, whichever occurs first, since the last 9600 Hour Structural Inspection.

The structural inspections identified above shall be performed in accordance with _____.

Service life limits contained in the approved Maintenance Manual Document _____ Chapter ____, as revised will be adhered to.

Service life limits contained in _____ Service Letter No. ___ as revised will be adhered to.

Service life limits contained in Pratt and Whitney Service Bulletin ___ as revised (Engine Turbine/Turboprop Rotor Components-Service Life) will be adhered to.

All condition monitored (CM) items will be maintained in accordance with the Maintenance Evaluation Program as outlined in Section __ of __ Airlines, inc. General Maintenance Manual.

FIGURE 84-35-(cont.)

COMPANY LETTER HEAD

MAINTENANCE TIME LIMITATIONS
CHECKS AND INSPECTIONS
(AIRCRAFT MAKE AND MODEL)

PART D

Major Components of ATA Systems 22 autopilot, 23 communications, 24 electrical, 31 instrument, 33 lighting, 34 navigational, and 77 engine instruments shall be identified by name, manufacturer, and either a model number, part number, or other specific designator used by the carrier on the appropriate inspection frequency and overhaul page.

FIGURE 84-35-(cont.)

COMPANY LETTER HEAD

MAINTENANCE TIME LIMITATIONS
INSPECTION FREQUENCY AND OVERHAUL
(AIRCRAFT MAKE AND MODEL)

PART D

	PRIMARY MAINTENANCE PROCESS	INSPECTION & CHECK PERIOD	OTHER
Chapter 21 Air Conditioning	OC	ABCDE	VIS
Air Bleed Compressor to Air Cycling Machine Ducting	CM		
Flight Deck and Passenger Cabin Temperature Control	CM		
Shut Off Valve	CM		
Low Pressure Switch	OC	E	FCK
High Pressure Switch	OC	E	FCK
Check Value	OC	E	FCK
Shut Off Valve	CM		
Dual By Pass Valve (cabin)	CM		
Bypass Valve (flight deck)	CM		
Main Fan	CM		
Over Temperature Switch	OC	E	FCK
Spar Box Overheat Thermistor	OC	E	FCK
Heat Exchanger	CM		

FIGURE 84-35-(cont.)

COMPANY LETTER HEAD

MAINTENANCE TIME LIMITATIONS
INSPECTION FREQUENCY AND OVERHAUL
(AIRCRAFT MAKE AND MODEL)

PART D

	PRIMARY MAINTENANCE PROCESS	INSPECTION & CHECK PERIOD	OTHER
Chapter 21 Air Conditioning(Cont'd)	OC	ABCDE	VIS
Air Cycling Machine	OC	2B	SVC-drain and replenish with new oil
Over Temperature Switch (cabin)	OC	E	KK
Over Temperature Switch (flight deck)	OC	E	KK
Duct Temperature Sensor	CM		
Temperature Sensor	CM		
Temperature Sensor	CM		
Temperature Controller (cabin)	CM		
Temperature Controller (flight deck)	CM		
Water Separator	CM	See Note 1	

NOTE 1: Fog in cabin will determine separator condition. Clean and check Bypass Valve.

Chapter 23 COMMUNICATIONS	OC	A,B,C	Fixed
Radio Installation	OC	C	
Isolation Amplifier Telephonics AI-27	OC	C	BET 2000
Transceiver HF Collins 618T-2	OC	C	
Control, VHF Comm Gables G-4817	OC	C	
Cockpit Voice Recorder Fairchild A-100	OC	C	
Chapter 31 INSTRUMENTS			
Flight Data Recorder BET (Fairchild P/N 15630-601)	OC	A,B,C	
Clock (Elgin A-3)	OC	A	

FIGURE 84-35-(cont.)

COMPANY LETTER HEAD

MAINTENANCE TIME LIMITATIONS
INSPECTION FREQUENCY AND OVERHAUL
(AIRCRAFT MAKE AND MODEL)

PART D

	PRIMARY MAINTENANCE PROCESS	INSPECTION & CHECK PERIOD	OTHER
Chapter 26 Fire Protection	OC	ABCDE	VIS
Smoke Detection			
Smoke Sensor	OC	C	CLN
Smoke Detector Amplifier	OC	SC	STS
Fire Detection(Engine)	OC	E	FCK-Note 1
		D	FCK-Note 2
Sensor	OC	E	FCK-Note 1
		D	FCK-Note 2
Wire Fire Detection	OC	E	FCK-Note 1
		D	FCK-Note 2
Fire Warning Bell	CM		
Automatic Integrity Monitor	OC	D	FCK-Note 2
		B	FCK
Fire Extinguishing			
Extinguisher	HT	*	SVC-Weight Check
		*	OVH-Include hydrostatic pressure test
Unit Cartridge	HT	Note 3	RAR
Pressure Relief Indicator	OC	SC	VCK
Directional Flow Valve	OC	E	FCK
Hand Type Extinguisher	HT	*	SVC-Weight Check OVH-Include hydrostatic pressure test

* Inspections, hydrostatic test, and life limits will be accomplished as set forth in 49 CFR part 173 currently in effect.

NOTE 1: Heat test detector wire
2: Electrical Check
3: A cartridge must be removed from service two years after removal from its sealed package or five years from date of manufacture whichever expires first.

FIGURE 84-35-(cont.)

COMPANY LETTER HEAD

MAINTENANCE TIME LIMITATIONS
INSPECTION FREQUENCY AND OVERHAUL
(AIRCRAFT MAKE AND MODEL)

PART D

Chapter 55 Stabilizers	PRIMARY MAINTENANCE PROCESS	INSPECTION & CHECK PERIOD	OTHER
	OC	ABCDE	VIS
Horizontal	OC	4800 hrs.	VIS
	OC	9600 hrs.	VIS
Elevator	OC	4800 hrs.	VIS
Vertical	OC	4800 hrs.	VIS
		9600 hrs.	VIS
Rudder	OC	4800 hrs.	VIS
Attach Fittings	OC	4800 hrs.	VIS

FIGURE 84-35-(cont.)

COMPANY LETTER HEAD

MAINTENANCE TIME LIMITATIONS
INSPECTION FREQUENCY AND OVERHAUL
(AIRCRAFT MAKE AND MODEL)

PART D

Chapter 55 Stabilizers	PRIMARY MAINTENANCE PROCESS	INSPECTION & CHECK PERIOD	OTHER
	OC	ABCDE	VIS
Horizontal	OC	4800 hrs.	VIS
	OC	9600 hrs.	VIS
Elevator	OC	4800 hrs.	VIS
Vertical	OC	4800 hrs.	VIS
		9600 hrs.	VIS
Rudder	OC	4800 hrs.	VIS
Attach Fittings	OC	4800 hrs.	VIS

APPENDIX 1
COMPREHENSIVE INDEX
VOLUMES II AND III

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INSPECTOR FEEDBACK SHEET

Subject: [X] Order 8300.10, Airworthiness Inspector's Handbook
[ ] Order 8400.10, Air Transportation Operations Inspector's Handbook
[ ] Order 8700.1, General Aviation Operations Inspector's Handbook

To: Manager, Technical Standards Branch, AFS-550
Telemail address: AFS550

THRU: Regional Handbook Standardization Representative.

Please check all appropriate items. Attach a copy of the affected pages

[ ] An error (procedural or typographical) has been noted in Volume _____, Chapter _____, Section _____, paragraph _____ on page _____.

[ ] Recommend in Volume _____, Chapter _____, Section _____, paragraph _____, on page _____, be changed as follows: (Attach separate sheets if necessary).

[ ] Recommend a change to National Policy in Volume _____, Chapter _____, Section _____, paragraph _____, on page _____ as follows:

[ ] In a future change to this directive, please cover the following subject (briefly describe what you want added):

[ ] Regional Handbook Standardization Representative recommendation:

[ ] I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____

Telemail Address: _____

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